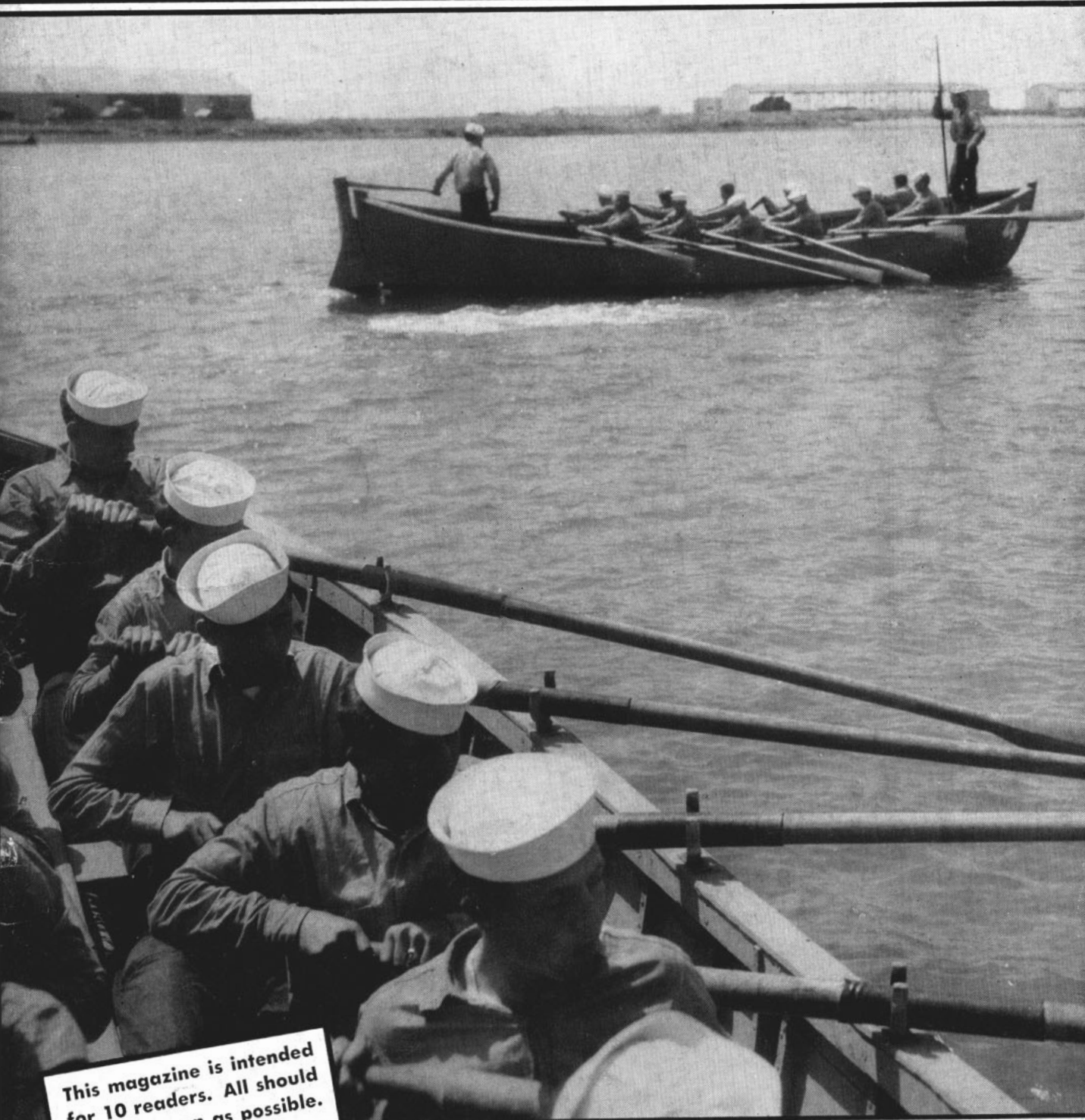


# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

NAVPER-0

SEPTEMBER 1952





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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1952

Navpers-0

NUMBER 427

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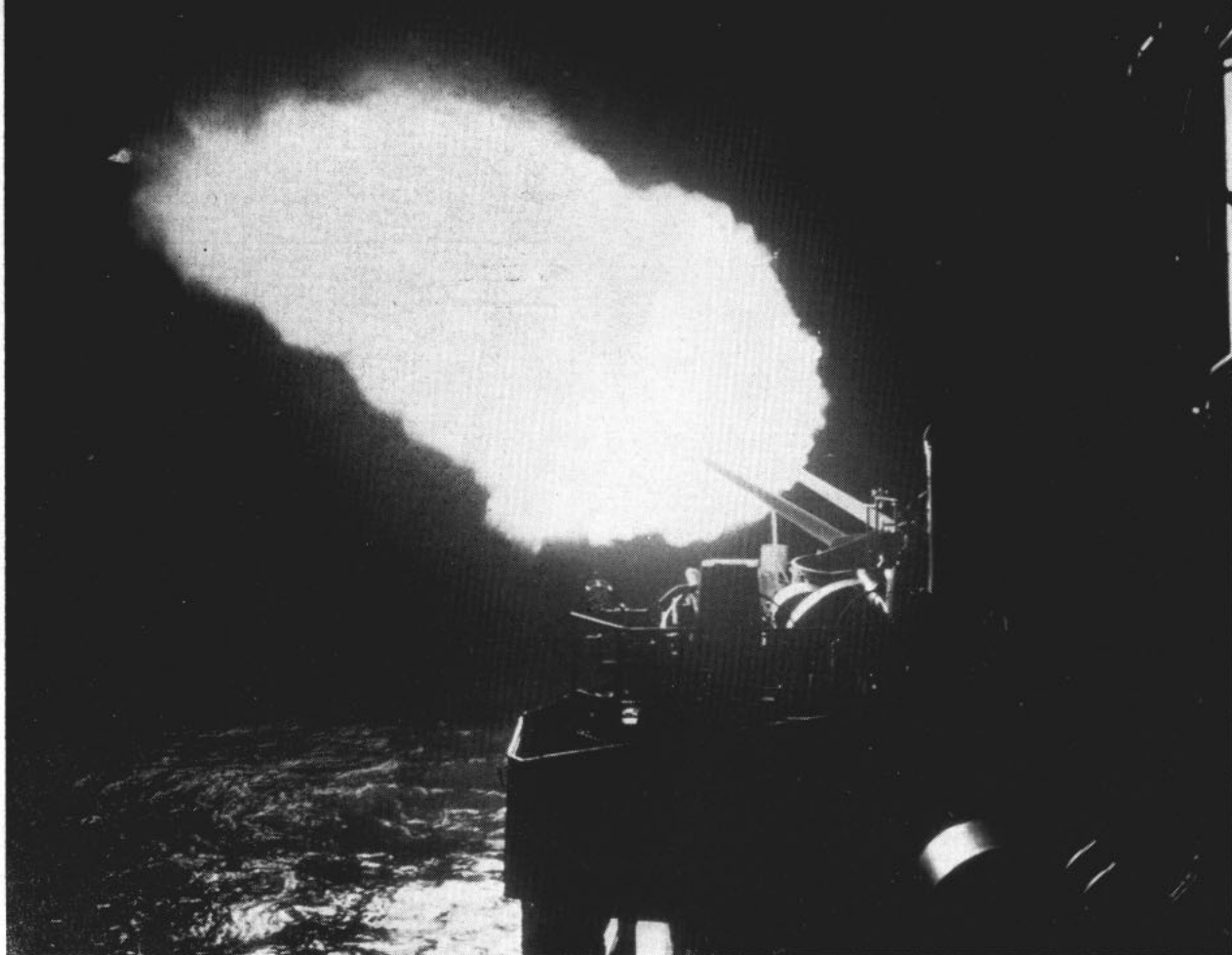
## TABLE OF CONTENTS

	Page
Communique No. 116: Action at Yang-do.....	2
The Word .....	6
They Explore, Test, Invent for Navy.....	8
NJC Eases Task of Assigning You to Duty for Which Qualified.....	12
U.S. Navy Band—From Bach to Boogie.....	14
Eye-Sharpener .....	18
Navy Sports	
Navy Athletes Score in Olympic Games.....	19
Liberty Landmarks.....	23
A New Scientific Merry-go-Round.....	24
Letters to the Editor.....	26
Special Feature	
U.S. Navymen Work on NATO Team.....	31
Today's Navy .....	36
Servicescope: News of Other Services.....	42
Bulletin Board .....	44
New Faster Way of 'Keeping Posted' with NDS .....	46
Question on Separation Procedures Answered .....	48
Roundup on New G.I. Bill for Veterans of Korean Fighting .....	50
Directives in Brief.....	53
Summary of Final Legislative Action.....	54
Decorations and Citations.....	55
Book Reviews: Spies and Space Trips.....	58
Book Supplement	
Expedition to the Dead Sea.....	59
Taffrail Talk .....	64

• FRONT COVER: Working out in their double-banked, 12-oared whaleboats, new sailors learn basic seamanship in boat basin at NTS San Diego, Calif. Photo by LT E. L. Hayes, USN.

• AT LEFT: USS Antietam (CV 36) and USS Shelton (DD 790) take on fuel from USS Tolovana (AO 64) during a day of replenishment in the Korean action. In the background, USS Essex (CV 9) waits her turn to come alongside the oiler. For more on Shelton see page 2.

• CREDITS: All photographs published in ALL HANDS Magazine are official U.S. Navy photos released through the Department of Defense, unless otherwise designated. Photos on pages 8 through 11, National Bureau of Standards.



## Communique No. 116: 'Action at Yang-Do'

**N**AVAL communique No. 116 — 21 February 1952 (Korean time) ... "Small sampans in the region north of Songjin were attacked by our surface naval vessels yesterday ..."

These were the words America read over its morning cup of coffee on the 21st of February this year (the same date because of the time zone difference in time).

Not many words either — only 16 to be exact. But these 16 and scores of other words just as cold as these, contained in other summaries of action of U. N. naval forces in the Far East, have a story behind them that is warm and human.

This is one such story. It is the story of a small, isolated action, small in the over-all strategic picture but looming large to the men who fight in it.

It might be called the "Action at Yang-do."

The story of the fight at Yang-do serves another purpose than that of simply recounting the individual

deeds of heroism and techniques of collective cooperation that make up any successful operation. It also serves to bring into sharper focus the war being waged every day by ships of the Blockading and Escort Force, otherwise known as Task Force 95.

Task Force 95 has the mission of blockading the important North Korean coastal cities of Chongjin and Songjin, cutting off these cities from outside assistance from seaward or along the shore roads and bottling them up from even their own fishing boats whose catches in normal times make up much of the diet of the inhabitants.

The ships of Task Force 95 also use their guns to good effect in other ways. They provide harassing and interdiction fire, laying their lethal eggs on rail centers and concentrations of troops. They fire in direct support of the troops ashore, too, pinpointing this call-fire on targets such as enemy machine gun or mortar positions.

In other odd jobs, they protect smaller ships such as minesweepers

while the sweepers accomplish their mission, perhaps a mission like the difficult sweeping job in Wonsan harbor.

All this is not to mention routine hours of acting as plane guard for a fast carrier or the occasional hurry-up call to pick up a downed aviator in the cold waters off the battered peninsula.

uss *Shelton* (DD 790), a *Gearing*-class destroyer which displaces 3500 tons fully loaded, was one of these ships of Task Force 95.

On the afternoon of 20 February, *Shelton*, along with the destroyer minesweeper *Endicott* (DMS 35) and the New Zealand frigate HMNZN *Taupo*, were "on the bomb-line" along the North Korean coast between Songjin and Chongjin. Chongjin, the farther north of the two, is in the northeast corner of Korea.

*Shelton* was patrolling a shore bombardment station some 22 miles from Yang-do. *Endicott* and *Taupo* were from 12 to 14 miles away.

The island of Yang-do itself is



scarcely more than a pin-prick on a strategic war map of Korea. It is an egg-shaped piece of real estate situated three short miles off the mainland—a couple of hundred miles behind the enemy's lines. It is a mile or two in length and one of a cluster of three small islands. Yang-do is the largest of the three.

On this insignificant hump of brown earth, U. N. forces have set up an observation post where they can watch the movements of the Reds on the mainland. From Yang-do, observers can all but look down the throats of the Communists.

A small force of South Korean marines commanded by a U. S. leatherneck, First Lieutenant Joe Bartos, USMC, had been assigned to keep this "window on North Korea" open. Lieutenant Bartos was a good man for the job for two reasons: U. S. Marines have always been good at hanging on to islands, and Bartos himself is used to being in somebody else's backfield—he was an All-American halfback for Navy in 1950.

But even Bartos would have had a tough time holding on to an island situated as Yang-do is in the enemy hinterland without the help of the grey ships that put in a reassuring appearance from time to time.

Of course, the Communists had done what they could to discourage these visits. They had sowed a thick field of mines through the narrow channel that separated Yang-do from the mainland. But minesweepers had gone to work and cleared a navigable area extending perhaps a half-mile out from the island in an arc to permit passage around Yang-do. Even with this cleared area, however, a navigator had to look sharp to his chart to get a ship through without edging into the mined area.

The 19th had been a cold and dreary day. Snow flurries had been falling off and on most of the day. Lookouts spotting bombardment targets appeared for their watch snuggled-up in foul weather clothes. Down below in *Shelton's* messhall, the hot coffee tasted better than ever.

Darkness settled down and the shore bombardment ceased. The mid-watch took over the darkened destroyer bridge. Suddenly, at 0130 on the morning of the 20th, the radio came alive. It was the circuit between Yang-do and the ships. In clipped tones, a voice spit out an urgent message: "Communists attacking



TORPEDOMEN'S MATES, Ramsey, Handley and Cook (l-to-r), show how they cast ruptured depth charges overboard while *Shelton* was under enemy fire.

Yang-do in sampans. Come quick!" Those weren't the exact words, but that was the message.

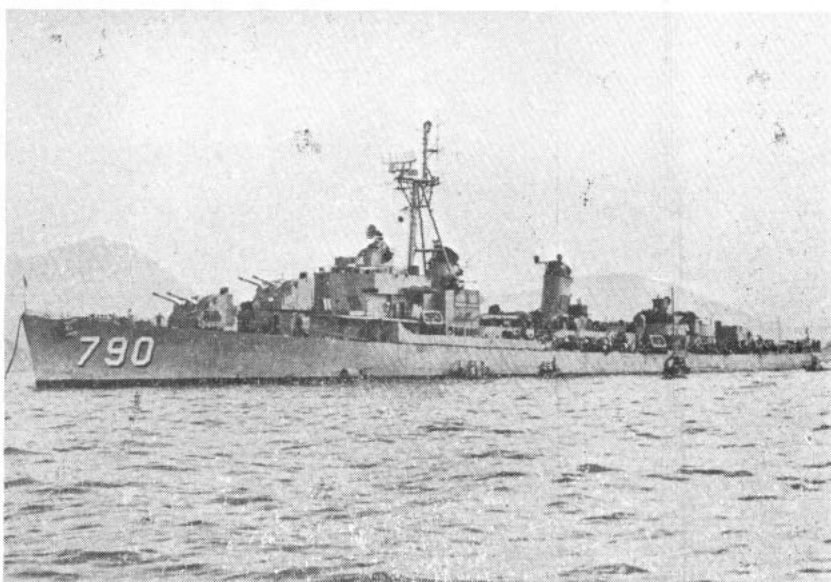
Back at Yang-do, guns flashed in the gloom as Communist batteries along the shore opposite opened up with 120 mm. shells. There's nothing small about a 120 mm.—it's about the size of our five inch shell.

This was the softening-up for the invasion of Yang-do. The Communists were trying in earnest to push the South Koreans and Americans off the island.

As soon as he received the call from

Lieutenant Bartos, Commander Stephen Carpenter, USN, skipper of *Shelton* and commander of the task element, turned the destroyer on a dime and headed back at top speed to join the fight. He radioed *Endicott* and *Taupo* to do the same.

In his radio directions, he ordered *Endicott* to take a position close to the invading force to illuminate the attacking sampans with flares. He ordered *Taupo* to the northern entrance to the channel to take up a cross-fire position. His own ship he rushed to a position south of Yang-do where



USS *SHELTON* (DD 790) is shown moored in Sasebo, Japan, with native "bumboats" alongside. The destroyer has since returned to the United States.



CREWMEN fired 149 rounds in 21 minutes from gun when *Shelton* was hit. Right: Wardroom 'first aid' is reenacted.

her guns could be brought to bear at close range on the Communists.

By this time, the first wave of the enemy had hit the beach. A heavy fire fight ensued. The Communists (North Koreans) drove forward until they reached a knoll atop the island, driving the defending South Koreans before them.

At that point a tough South Korean Marine sergeant swung into action. Sgt. Chin Yang Chong of the 83rd Korean Marine Corps Company, even though under heavy fire from the beachhead, got a mortar set up and began lobbing shells into the Com-

munist ranks. When the smoke had cleared, there was Chong at his gun with 80 of the invaders dead on the hillside below him.

For his part in this action, Sergeant Chong was later awarded the Silver Star Medal.

But the Communists hadn't given up yet. With typical inflexibility of planning, they sent out a second wave to attempt to do what the first had failed to do.

There were an estimated 90 of the enemy who tried to hit the beach the second time. Of these, approximately half were cut down on the beach-

head. The rest were caught in their open boats in the channel as they tried to escape back to the mainland. Brilliantly silhouetted by flares from *Endicott*, all the sampans were destroyed by accurate fire from the three ships.

Although their invasion plans thus met with dismal failure, the enemy still had one more card up his sleeve and he played it two days later.

*Shelton*, after making several routine sweeps through the channel looking for hidden sampans and gun emplacements, was about to put out to sea again when she was taken under fire by five 120 mm. batteries ashore.

The first salvo straddled the ship — range about three miles. The Red gunners were right on target. A direct hit holed *Shelton's* starboard bow just above the waterline wounding two men.

Captain Carpenter ordered full speed but the ship was caught in the cramped swept area between the island and the close-pressing minefield.

Other shells came thick and fast.

One exploded in the area of the three-inch gun aft, wounding one man, John McGill, SA, USN. McGill, however, refused to leave his battle station until relieved even though he had to hold his wounded leg with one hand and load with the other.

Another shell whistled in close aboard, grazing the anchor, ripping off a fluke, but doing no further damage.

Another near-miss, however,



GUNNERS keep a sharp eye peeled, in the shadow of 40-mm AAs, for any signs of trouble during a dawn alert on board a destroyer in Korean waters.



brought bad news. It exploded in the water some 90 feet from *Shelton's* fantail on the starboard side. Shrapnel from the blast flew through the air, gouging deep holes in the No. 3 five-inch gun mount. Three tear-drop depth charges were torn from their racks, ripped open and TNT spewed about the deck.

Four fearless torpedomen's mates immediately rushed out on deck, grabbed the mangled charges by the metal rings around the ends and heaved them over the side. Then they unreeled a hose and quickly washed the explosive TNT from the ship's deck, ducking under the five-inch gun barrel which was continuing to pound away at the enemy.

The four were Russell Shortridge, TM1, USN; James Cook, TM2, USN; John Ramsey, TM3, USN; and William Hundley, TM3, USN.

All the hits and near-misses occurred within three short minutes. By now *Shelton* had cleared the minefield and was weaving radically to avoid the fire.

*Shelton* herself had commenced firing one minute after the Communists opened up. Within a half-hour her sharpshooting gun crews had blasted into oblivion each of the five batteries ashore that had done the dirty work. One five-incher threw 149 shells into the enemy emplacements in just 21 minutes of continuous firing.

Meanwhile, another dramatic scene was taking place in the ship's wardroom — emergency sick bay during General Quarters.

Ensign Levis Louviere Jr., USN, had been hit by flying shrapnel that sprayed No. 3 mount and was bleeding profusely from a gash above his right eye. He was rushed to the wardroom where Ensign James McArthur (SC), USN, William Horner, HMC, USN, and James Cline, CSC, USN, immediately placed the wounded man on a mess table and gave him blood plasma to replace the blood he had lost.

A short time later, as soon as *Shelton* had silenced the shore batteries, the ship headed for *Taupo* who had a doctor aboard. Lieutenant D. D. McH. Forsyth, RNZN, came aboard the ship to treat Ensign Louviere and the ten other men who were wounded in the action. He credited the quick action of the trio in the wardroom with saving the young ensign's life.



TYPICAL KOREAN family, one of many befriended by American forces, is being evacuated from danger areas near front lines by transport truck.

### 'Itchi Bon' Is the Name for *Endicott*, Koreans Say

More than 200 friendly North Koreans gathered recently on a hilltop on the island of Yang-do to give *USS Endicott* (DMS 35) a rousing send-off on her journey home.

*Endicott* had been one of the task element that helped repulse an enemy attack on the island with heavy casualties. Her guns had created havoc among the attacking sampans and had helped rout and completely destroy the Communists.

The islanders, some of them wounded in the attack had turned to *Endicott* for medical help. Apparently it had been good medicine judging by the turnout for the farewell demonstrations.

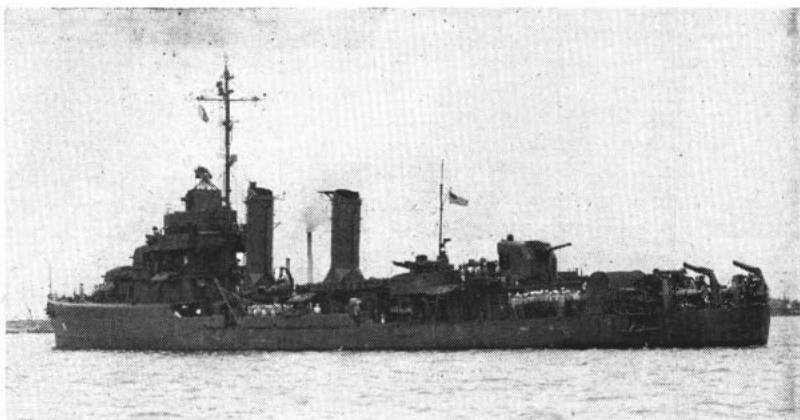
The *Endicott* crew, looking for a break in the monotonous war pa-

trols, was welcomed ashore. Volley ball games were arranged with keen competition between the Koreans and the Yankees.

The islanders, dirt poor by comparison, gave what they could. Octopus, fresh crab and fish became part of the *Endicott's* bill of fare.

The crew had been good will emissaries to the Korean civilians during their entire stay in the war theater.

Now the time had come for the Koreans to say good-bye. They gathered on the highest point on the island and as the ship pulled away, slowly gaining speed, gun salutes and cheers rang out from shore. It was "Itchi Bon" (Very good, Number One) to the Americans.



FRIENDLY North Koreans gave *USS Endicott* (DMS 35) a big send-off when the naval vessel left the Korean theater for a trip to the United States.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CREDIT FOR VETERANS**—The Veterans Administration has lifted all credit restrictions on GI business loans made by private lenders to World War II veterans for the purchase of passenger automobiles. Private lenders can now make loans for such purposes with longer maximum terms but in no case may the term exceed the economic life of the automobile.

Before the restrictions were eliminated, the maximum term of a GI business loan for the purchase of a new automobile could not exceed 30 months, and for the purchase of a used car, 24 months. No down payments were required under the old restrictions for these loans and none are required now.

The basic law covering GI loans for automobiles remains unchanged. Under this law, such loans can be guaranteed or insured only where it is shown that the automobile is a necessity to the veteran in conducting his business or in fulfilling the requirements of his job. The use of an automobile for necessary travel to and from work does not qualify a veteran for a GI auto loan.

• **NEW ABBREVIATIONS**—In the Bulletin Board section of this issue you will find a discussion of the Navy's new service-wide system of issuing directives, the *Navy Directives System*. The new routine is an extension of the system that has been in use in the Operating Forces for more than a year.

Here are the abbreviations ALL HANDS will use in referring to the new directives.

BuPers Instructions and BuPers Notices, which together replace the old BuPers Circular Letters, will be carried thus: "BuPers Inst. 1210.1 (9 July 1952)", for example, "BuPers Notice 5215 (22 Aug 1952)", and so on. The date in parenthesis is the date the directive was approved for release.

Other abbreviations that will be used which might throw you for a loss the first time you see them are

"OpNav" for "Office of the Chief of Naval Operations;" "NavComp" for the "Office of the Comptroller of the Navy;" and "JAG" for the "Office of the Judge Advocate General."

• **ACADEMY REUNION** — The annual homecoming of alumni to the U. S. Naval Academy will be held 10 and 11 October. The program is to be similar to that of last year and will include a varsity football game between Navy and William and Mary College. Approximately 3000 alumni are expected for the weekend.

• **EM TO NROTC** — A provision of the NROTC law permits enlisted men who have had a certain amount of college training and who will not pass 25 years of age by 1 July of the year they would graduate from the Naval Reserve Officer Training course to enter the course with advance standing.

Such advance standing will apply only to military science subjects. Up to one year's credit in military science may be earned in this fashion, the amount to be determined when the EM goes to the U. S. Naval Preparatory School at Bainbridge, Md., prior to entering NROTC at a college.

• **ALL HANDS DISTRIBUTION** — ALL HANDS Magazine is distributed to all commands and activities listed in the *Standard Navy Distribution List* (SNDL). Distribution is made on the basis of one magazine for 10 men ATTACHED to the command. Additional copies may be provided upon receipt of proper justification, addressed to the Chief of Naval Personnel (G-15).

Subordinate activities (not listed in SNDL) or detached units receive their copies of ALL HANDS directly from their parent activities, and queries on the redistribution of this publication to these units should be addressed to their parent activities.

• **MUSTERING OUT PAY**—Navy-men who have reenlisted or reentered on active duty (as well as those separated from service) since the start of the Korean hostilities are entitled to mustering-out pay under the new G.I. Bill of Rights (see p. 50).

Enlisted personnel of all pay grades and officers in the rank of lieutenant or below in the Navy, or captain or below in the Marine Corps, who have been discharged or released from service under honorable conditions since 26 June 1950 are eligible. They will receive the following payments depending upon how long they were in and where they served:

• \$300 for those with at least 60 day's service who were in Alaska or outside the continental limits of the U.S.

• \$200 for those with 60 days or more service who were not outside the U.S. or in Alaska.

• \$100 for those who spent less than 60 days on active duty.

Navy-men who have reenlisted or reentered on active duty after they were discharged or released from an enlistment entered into after 30 June 1947 will be paid by the disbursing officer having custody of their Military Pay Record. The total amount of mustering-out pay to which these men are entitled will be paid them in one lump sum.

Navy-men who have reenlisted or reentered on active duty after they were discharged or released from an enlistment entered into prior to 1 July 1947 will have to apply for their mustering-out pay to the Field Branch, Bureau of Supplies and Accounts, on an SandA Form 550. (This form may be obtained from your personnel or ship's office). This form should be altered by having the words "since 6/26/50" added after "Alaska" in the Veterans Certificate.

Moreover, the applicant's "Report of Separation" (DD Form 214) must accompany SandA Form 550 when it is submitted to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio. If applicant does not have his original DD Form 214 a certified copy may be obtained by writing to the District Civil Readjustment Officer in the Naval District in which his home is located. (Marines will request such copy from Headquarters Marine Corps, Washington, D.C.).

Navy-men who are yet to be discharged and are eligible for the full

\$300 will get \$100 at the time of discharge, \$100 a month later, and \$100 a month after that. Those who are to receive \$200 will get \$100 at discharge and the other \$100 a month later. Those eligible for only \$100 will be paid that amount at the time of discharge. Those men who reenlist in the Regular Service immediately after discharge have their choice of receiving the total amount of mustering-out pay in one lump sum or in installments as listed above.

However, some 250,000 Navy men have already been discharged or released since 26 June 1950, that is, they are Korean veterans. Most of them have not returned to active duty. To receive mustering-out pay, *men who have been discharged or released since 26 June 1950 must:*

- Submit on or before 16 July 1954, an informal-type certified application on 8 x 10½ inch paper containing: the veteran's name and address either printed or typed; service number, serial number or file number; statements he was not discharged or released from active duty to accept employment, without having served outside the U.S., that he is not now serving on active duty, that he has not received any mustering-out payment for service after 26 June 1950; a statement as to whether or not he has had foreign service and the date of his arrival in the U.S. (See box.)

- Submit, with his application the original of the Report of Separation from the Armed Forces of the United States (DD Form 214). If you have lost your original DD Form 214, you should apply to the District Civil Readjustment Officer in the Naval District in which you now reside for issuance of a certified copy (Marines will request such copy from Headquarters Marine Corps, Washington, D.C.).

Certain persons discharged or released from active duty are *excluded* from benefits under the new mustering-out pay law. They are:

- Navy men who at the time of discharge or release from active duty are transferred or returned to the retired list with retired pay, or to a status in which they receive retirement or retainer pay, except those retired or separated for physical disability.
- Navy men who were not discharged from the service under honorable conditions.
- Navy men discharged or released

## Sample Application for Mustering Out Pay

The following sample form is reprinted for the benefit of all those Korean veterans *who are not now on active duty*. They may copy it and forward it to the appropriate activity (see story).

Personnel on active duty need NOT use this sample form, since they will obtain regular application forms from their disbursing officers.

### APPLICATION FOR MUSTERING-OUT PAYMENT Under Veterans Readjustment Assistance Act of 1952

I enclose my Report of Separation from the Armed Forces of the United States (DD Form 214) from the U.S. Navy (or Naval Reserve) and request the mustering-out payment authorized by law.

I was not discharged or released from active service on my own request to accept employment; or if I was discharged or released to accept employment, I served outside the United States after June 26, 1950; I am not now serving on active duty in the armed forces of the United States; and have not made and will not make any other application for mustering-out payment for service after June 26, 1950.

Have you served outside the continental limits of the United States or in Alaska after June 26, 1950? \_\_\_\_\_  
(Answer yes or no). If answer is yes, state date of arrival in the United States.

Have you received any mustering-out payment for service after June 26, 1950? \_\_\_\_\_  
(Answer yes or no).

Return my Report of Separation and mail check to me at the following address:

(Print or type) First Name, Middle Name, Surname, Service, serial or file number.

Number and Street

City Zone State  
I certify that the above information is true and correct.

Signature (Do Not Print)

from active duty at their own request to accept employment and have not served outside the continental limits of the U.S. or in Alaska.

- Members of the armed forces whose total period of service has been as a student in a civilian institution.
- Any member of the armed forces, for any active service performed prior to date of separation for the purpose of entering the U.S. Military Academy, the U.S. Naval Academy or the U.S. Coast Guard Academy.
- Those whose only service has been as a cadet at the U.S. Military Academy or U.S. Coast Guard Acad-

emy or as a midshipman at the U.S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.

- Those who were ordered to active service for the sole purpose of training duty, or a physical examination, or *ordered* to active service for a period of less than 60 days.

- Members of the Naval Reserve discharged and reenlisted in the Naval Reserve while on active duty. Entitlement only accrues on the date of release from active duty.

In the case of any Navy man discharged under honorable conditions on or after 27 June 1950, and who died after leaving the service and before receiving any portion or the full amount of mustering-out payment to which entitled, payment of the amount due may be made to a surviving wife or husband. If there is no wife or husband, mustering-out pay will be given in equal shares to his child or children, if any. If the veteran leaves no surviving wife, husband or child, payment may be made in equal shares to his surviving parents. Here's something else to keep in mind: Penalties are provided by law for making false claims for mustering-out pay.

Personnel on active duty who are eligible should see their disbursing officers about application procedures.

Personnel NOT on active duty should mail applications to the following addresses:

- Navy—Field Branch Bureau of Supplies and Accounts, Cleveland 14, Ohio.

- Marine Corps—Commandant of the Marine Corps (CDD), Washington 25, D.C. (A sample application form for personnel not on active duty appears in a box on this page.)

- **SERVICE RIBBONS**—Among the changes brought about by the latest edition *U.S. Navy Uniform Regulations* is one concerning the wearing of service ribbons.

Now, if you have more than six service ribbons you no longer are required to wear them all when ribbons are prescribed. You do, however, have to wear a minimum of six ribbons—the six of highest precedence.

Of course, if you rate more than six ribbons and want to wear them, that's your privilege. Moreover, if you rate six service ribbons or less, you are required to wear them all when ribbons are prescribed.



# They Explore, Test, Invent for Navy

*This is the third in a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to or has an important effect upon the Navy, its ships or its personnel.*

**W**ITHIN a cluster of dignified ivy-clad buildings set amidst ancient trees and green lawns, some of the wildest dreams of Buck Rogers are coming true.

It is here that sharp-thinking, pipe-smoking scientists of the National Bureau of Standards are exploring, testing and, in many cases, creating for the Navy and others such gadgets as machines that "think," instruments that measure the thickness of an object from a single surface, paper made of glass. And, among other things, they played a big part in changing gold to mercury.

NBS scientists, testing specialists and statistical experts work in close cooperation with numerous activities of the Navy; for example, with designers, inventors, planners and scientists of the Office of Naval Research, BuShips, BuOrd, BuAer, BuMed, BuDocks, etc.

At the present time, the Navy is one of the largest single "customers"

## National Bureau of Standards Plays Big Role Serving Armed Forces and the Nation

served by the National Bureau of Standards. This cooperation has played an important part in making the Navy the highly specialized technically advanced organization that it now is.

Since the beginning of World War II, the Bureau and the Navy have worked together in developing such far-reaching projects as guided missiles; wind measurement by radar; magnetic mine countermeasures and the constant depth mine; development of aircraft jet engines; fuels and lubricants; optical glass; naval aircraft lighting and antisubmarine aircraft searchlights; light sources for night photography; aircraft carrier lights; and air patrol detection of submarines.

Many of these projects are continuing today. Because of high security classification, details of some cannot be revealed at the present time. The story of others though, can now be told.

Take, for example, the matter of recording weather data in out-of-the-way places—a matter of interest to every Navyman. At the request of BuShips, the National Bureau of Standards has developed and is now holding in a stand-by status two types of automatic weather stations.

One, named the "Grasshopper," can be dropped by parachute to regions not easily accessible by other means. It will automatically set itself up and periodically make and transmit weather observations pertaining to temperature, pressure and humidity for an indefinite period.

Here's the way it works: Shaped like a bomb and packing its own parachute, the "weather station" is loaded on the bomb rack of an airplane. When released, the parachute automatically opens by a line rigged from the plane. An electric clock is started by the opening of the parachute. The impact of landing sets off a small explosive charge that disengages the parachute. After a short time, another explosive charge snaps out six legs from the station and causes the Grasshopper to stand upright in its operating position. Another explosive charge extends an antenna to approximately 20 feet and from that point on, the electric clock takes over.

Each of these stations has its own special pulse rate characteristic so that the operator at the receiving station can identify each Grasshopper. The finishing touch is provided by a mechanism which tells the operator if anything has gone wrong. If the information is not correct, the Grasshopper says so. It can also be used as a radio beacon with either constant or intermittent signals.

The other type of automatic weather station is for use in the water. It can simply be chucked overboard almost anywhere and will continue to transmit coded weather reports by radio at three-hour intervals for 30 days.

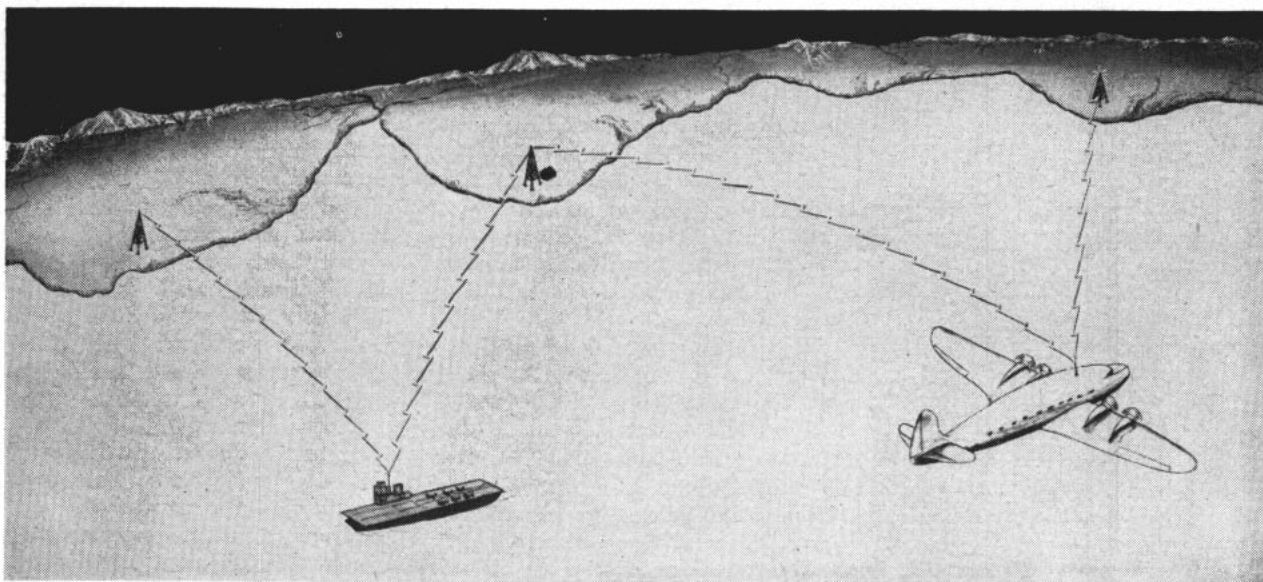
Twenty-seven feet in over-all length and weighing 280 pounds, the station centers about a buoy cylinder five feet long and 16½ inches in diameter. Fastened to the bottom of the cylinder is a tail pipe ending in 40 pounds of ballast. The seven-foot antenna extends above the buoy and superstructure.

Every three hours the gadget gives

**LIGHT WAVES** are now being utilized to obtain precise length measurements in atomic research. Here a scientist works with 'Mercury 198' in laboratory.







MORE THAN 100 tables used by ships and planes to locate their positions by Loran system were computed by NBS.

an identification signal, reports to the home station the air temperature, water temperature, air pressure, wind speed and wind direction, and then automatically switches off until it is time to broadcast again. But automatic weather stations are but one in an array of devices developed by the National Bureau of Standards. Take, for example the 48-point temperature monitoring device, dreamed up by two of the Bureau's electronics specialists.

This contraption flashes a warning if the temperature at any one of 48 points — such as points on the bearings of an engine — rises above an individually predetermined safe range. From the centrally located monitor unit, pairs of wires run to individual thermocouples mounted at the critical points. A master alarm light goes on if any of the 48 points become too hot and, if desired, an alarm bell will also ring at the same time. The location of the trouble is shown by a separate unit fitted with 48 lights arranged so that each light corresponds to one of the 48 thermocouples. These lights go on to show which point is in danger of overheating.

Of interest to every Navyman on leave is another research problem. This is conducted by the Bureau on the strength of suitcases. This question was asked, not by the Navy, but by rail, bus and airline officials because luggage damage on trains, buses and airplanes was averaging more than a million dollars a year—

that's a tidy sum in anybody's book.

The Bureau sent sample suitcases on 12,000-mile trips all over the country, devised a machine that dropped them and picked them up by the handle thousands of times, then piled heavy weights on them.

A good suitcase, they found, should be able to hold a 150-pound man for five minutes, standing either on its top, sides or end. One should be able to pick it up 25,000 times without breaking the handle and drop it 50 times on the faces, edges or corners from a height of five feet without having it fall apart.

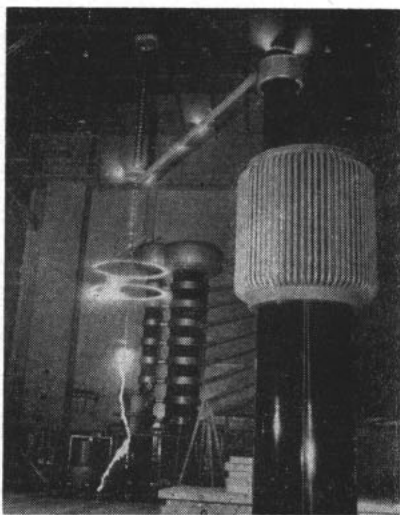
Another grueling problem, some-

what more basic than the "Case of the Battered Suitcase," was the matter of actually breaking human bones to learn how much punishment they can take. This investigation, undertaken at the request of the Navy, was used in designing airplanes and safety devices so that crews and passengers will have a better chance of surviving crashes.

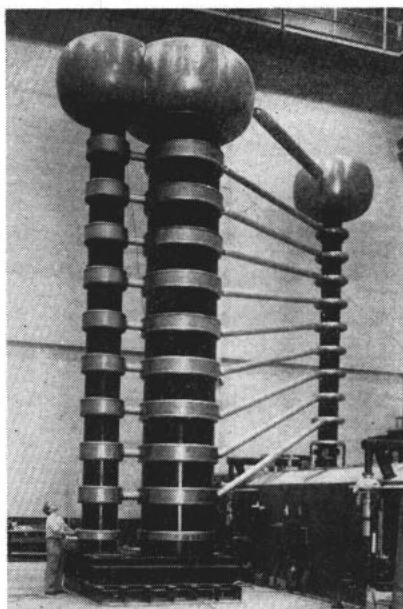
Modern jet fighters are so fast that pilots cannot bail out unaided because of the force of their own air stream. Instead, they have to blast themselves out with an explosive charge under the seat. Too great a shock may break the pilot's back or injure him internally. Navy engineers wanted to know how much of a shock human bones could absorb and how much of the shock they transmit to vital organs.

Looking into the problem, the Bureau found that long bones of the human body, those in the arms and legs, average twice as strong as a piece of hickory the same size. Bones are elastic in all directions, and will bend and spring back considerably without breaking, the experts discovered, though of course they grow more brittle with age. The findings of the NBS experts regarding bones were put to use in new aircraft design.

Human teeth have also come under their scrutiny. Next time you have a tooth filled, you'll notice that the dentist probably handles the filling material, amalgam, in a soft rubber container, being careful not to touch it



NO SCENE from horror movie, this photo shows effects produced by 1-050,000-volt, 60-cycle transformer.



**HIGH VOLTAGE X-Ray installation is largest of its kind in the world. It's in special six-story building.**

with his hands. Bureau researchers, working in cooperation with Navy dentists and the American Dental Association, are responsible for this practice.

Formerly many people who had teeth filled suffered severe pain in them at some later date, the periods ranging from a few days to several years. Bureau scientists found the reason: Dentists often had mixed their amalgam by rolling it in the palms of their hands, not realizing that the little

moisture thus absorbed got into the filling. Inside the tooth, this moisture combined with the zinc of the amalgam to form hydrogen gas which then expanded and caused the pain.

Amalgam fillings often failed, because little was known about this material and how to insert it properly. Today 90 percent of dental amalgams meet standards of quality set by the Bureau. As a result, fillings last much longer.

Bureau tests have also helped develop new materials, both for false teeth and for denture bases, which will no longer shrink, break or dissolve in mouth fluids.

Although the Constitution gave Congress the power "to fix the standard of weights and measures," weights used during the early days of the Republic were far from uniform. Not only was there much uncertainty as to the value of the pound, ounce, and other units, but the fineness of United States coinage had also been questioned.

To remedy the situation, a small Office of Standard Weights and Measures was set up in 1830 in the Treasury Department as part of the Coast Survey. Through this Office, definite values were established for the pound and other common weights. Standard weights and balances and standards of length and capacity were constructed. Finally, in 1901, the Bureau of Standards was created to furnish industry with a system of fundamental standards of measurements and to

provide ready access to a source of calibration of industrial and laboratory working standards. In addition to this initial function, NBS carries out specific research and development projects in the physical sciences and mathematics.

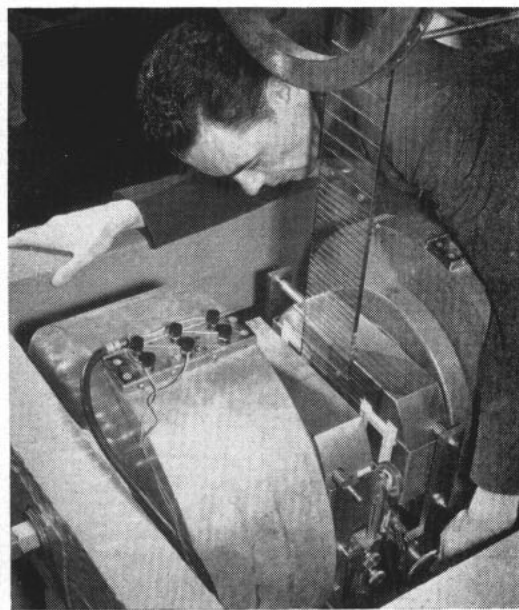
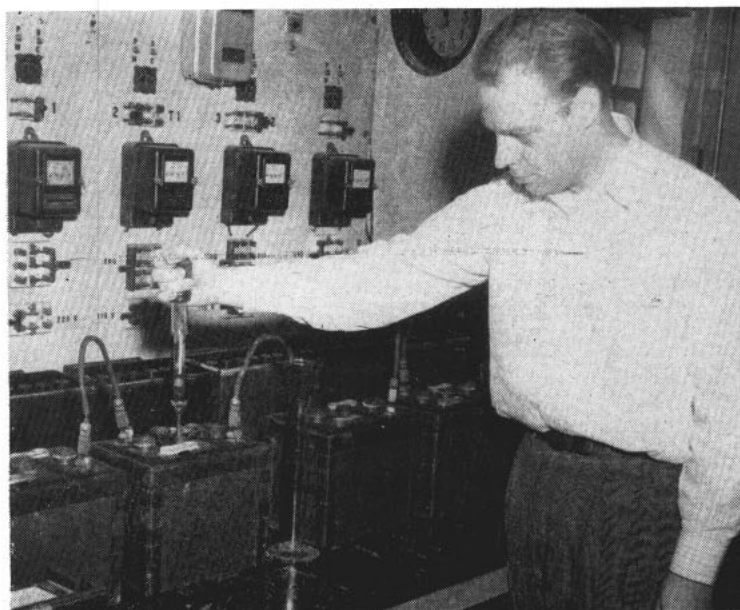
Briefly, the National Bureau of Standards, now part of the Department of Commerce, has three main jobs, all of which are of interest and importance to every Navyman as well as every other citizen:

- It sets the national standards of measurement, such as the length of an inch and the weight of a pound. It fixes temperature standards ranging from 459.6° below zero Fahrenheit to 6000° above. It sets the standards for accurate measurement of the amount of electric current in one ampere and of the voltage, resistance and power, factors upon which the country's electrical industry is built.

- It tests the quality and performance of all kinds of products from typewriter ribbons and paint to steel girders procured by the Federal government. Many items procured by the Navy are first tested by the Bureau of Standards to insure that the products meet the Navy's high standards.

- Finally, it carries on research and development in countless fields, only a few of which are described above.

A list of the scientific and technical divisions of the Bureau will give some idea of the wide diversity of its activities: electricity, optics and met-



**NBS tries to improve automotive and aircraft batteries: At right: A nuclear resonance detector is given check-up.**



rology, heat and power, atomic and radiation physics, chemistry, mechanics, organic and fibrous materials, metallurgy, mineral products, building technology, applied mathematics, electronics, radio propagation, ordnance development, and guided missiles development.

This matter of setting standards of measurement is not as simple as it may seem at first glance. For example, with the expanded use of microwaves in radar, a whole new field of electrical measurements must be explored.

For many years, the standard unit of lineal measurement has been the meter; the standard of mass, the kilogram. The Bureau's standard meter and kilogram are guarded in a securely locked vault. So delicate and precise are these standards that they are never touched by human hands, for a spot of perspiration could alter their basic values. When the kilogram is placed on scales for checking other weights against it, the operator works by remote control ten feet away, lest even the heat of his body affect the test.

However, these standards are no longer accurate enough for the Bureau perfectionists. Through use of the atoms, they have established a new standard of length, potentially accurate to one part in a billion (1/1,000,000,000).

The new atomic standard of length is the wave length of green light emitted by atoms of a new kind of man-made Mercury-198. This has been measured to one part in a hundred million. One meter is equal to 1,831,249.21 wave lengths of this green light.

Unfortunately, when they began their research, Bureau scientists could obtain no Mercury 198. It forms a part of ordinary mercury all right, but it still cannot be separated from it.

To solve the problem, these modern alchemists, working with the Atomic Energy Commission, turned gold to Mercury 198 by bombarding the gold with neutrons in atomic piles, first developed during the atomic bomb program. NBS is now making Mercury 198 yardsticks for other scientific laboratories.

Asked if it would be possible to turn mercury into gold, the dream of early-day chemists, Bureau officials stared blankly at the questioner.

"But why? Mercury 198 is much more valuable to us than gold!"

## Navymen Answer Call To Donate to Blood Banks

Cases full of blood plasma are being stowed in blood banks across the nation as Navymen turn out to answer the appeal of the American Red Cross for blood for Korea.

An outstanding example of the Navys willingness to help in this campaign is the blood-donor program among the men of the Cruiser-Destroyer Force in San Diego Harbor.

A Red Cross mobile blood collecting unit from Los Angeles went aboard the destroyer tender *USS Prairie* (AD 15) to start the campaign. The boat deck of *Prairie* looked like an open air hospital ward as 17 nurses aides prepared to receive the men.

Other volunteers included several hundred men from Destroyer Division 11—*USS Orleck* (DD 886), *USS Floyd B. Parks* (DD 884). The DesDiv 11 ships were moored alongside *Prairie*.

At the same time another unit was set up ashore at the San Diego Naval Station and 200 crewmen of *USS Herbert J. Thomas* (DDR 833) made their donations there.

In other areas Navymen were answering the call. Here are typical examples:

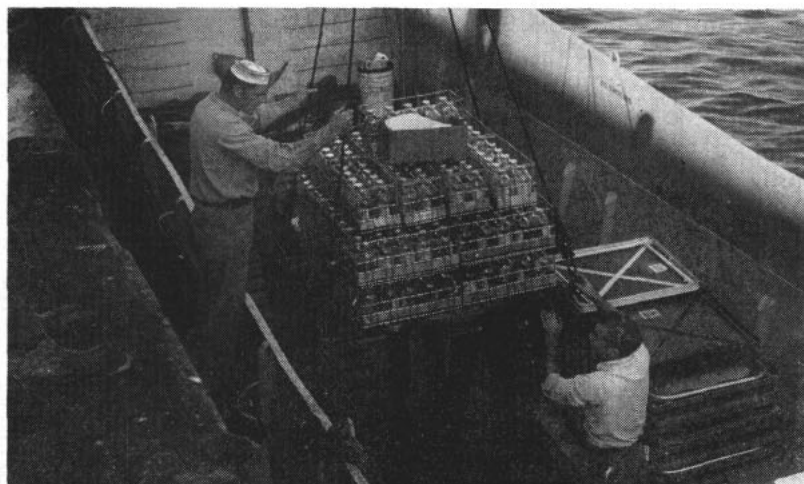
- Honoring the 30 men who lost their lives when the Number One turret of the heavy cruiser *USS St. Paul* (CA 73) exploded, 316 officers and men of *St. Paul's* sister ship *USS Helena* (CA 75) gathered at the Long Beach Naval Shipyard to open

the *St. Paul* Memorial Blood Drive.

- Operation "Blood Lift" at the U.S. Naval Air Missile Test Center, Point Mugu, Calif., helped the Center hit a record collection for the armed forces when a blood donor unit flew nearly 60 miles over the Pacific to San Nicolas Island in a Navy R4D-8. This was the first time that Navy, public works and contractor personnel of the guided missile center's island installation were visited by the blood mobile which makes regular monthly visits at Point Mugu. On 4 June 1952, the Center collected its 2000th pint of blood when Cpl. Ronald L. Sullivan, USMC, a Korean veteran donated his share.

- In Boston, Mass., the officers and men of *USS Maloy* (DE 791) set what is probably a new record for blood donations when, for the third time in five months, they trooped to the Blood Donor Center *en masse* to give their blood for shipment to their buddies in Korea. The last two of these mass donations have been by 100 percent of the crew each time. The other time, although 100 percent volunteered, special circumstances prevented the total number from donating.

- One of the largest donations of blood ever received from a ship by the Red Cross in the New England area came from the light cruiser *USS Worcester* (CL 144) which donated the grand total of 1087 pints.



BLOODMOBILE equipment is loaded onto a landing craft enroute to *USS Prairie* (AD 15), where 1200 Navy volunteers filled Red Cross quotas.



## NJC Eases Task of Assigning You to Duty

**N**AME? "John J. Jones." Rate? "Radioman, third class." Service number? "402 93 16." Navy Job Code? "Gosh, I don't know."

Many — perhaps most — sailors go through just such a routine when filling out a Navy form. Why don't they know their Navy Job Code? Probably because they don't think it's important. If you are one of these, read on.

The Navy Job Code is as much a part of an enlisted man's identification as his service number or rate. The Navy uses NJCs in several ways, all of which strongly affect your service career. First of all, your NJC identifies your Navy job skill or skills and special training. In other words, if you have special abilities of value to the Navy, your NJC will show it. What's more, your NJC will clearly point out your abilities to those who go over your service record or, in fact, any report of official letter that concerns you.

Here are some other ways the Navy makes use of the Navy Job Code system:

- To assign personnel reporting for duty.
- To request personnel by specific qualifications.
- To determine which Emergency Service Rating a Regular Navy EM would be assigned in case of mobilization.
- To help identify those who need training.
- To identify billets that call for EMs who have special skills.

Detailing and distribution activities make wide use of the Navy Job Code system. (And these activities are important to you because they are the ones who decide to which ship or shore station you will be sent for duty.) One reason for their making use of this system is that your NJC

shows your particular qualifications much more fully than does your rate.

For example, you may be a sonarman third class available for assignment with NJC SO-0404 (known as a Sonar Operator, Integrated Antisubmarine Warfare.) If a shoreside billet that called for a third class sonarman were open in the Boston, Mass. or San Francisco, Calif. Harbor area it would call for someone with an NJC of SO-0444 (known as a Sonar Operator, Harbor Entrance Control Post.) You would not be assigned to that billet without further training. The job calls for a man with sonar training in harbor entrance control post operations.

If the international situation brought about mobilization, your code would cause your rate to be changed from SO3 to SOG3 (Sonarman, Shipboard). However, the other sonarman, the one who filled that billet in Boston or San Francisco, also an SO3, would become SOH3 (Harbor Defenseman).

The fact that you hold a particular job code, however, does not RESTRICT your assignment or training nor does it mean that you will not be called upon to perform any job within your rating. What it does accomplish is to identify any particular qualification you may possess. As you acquire more significant skills your codes will change.

Specialties like the two mentioned above exist within the broad fields of all individual ratings. The boatswain's mate rating, for example, is divided into shipboard boatswain's mates, riggers, stevedores, canvasmen, CB boatswain's mates, boat operators and mine warfare boatswain's mates. These groups are further divided by degree of skill. The boat operator group alone splits into BM-0162

(Yard Craft or Harbor Tug Boat Captain), BM-0163 (Harbor Boat Coxswain), BM-0164 (Assault Boat Coxswain) and BM-0215 (Harbor Pilot).

Altogether there are more than 1,100 different types of jobs listed for Navy EM's. Currently all of these jobs are not being performed, but in the event of a declared national emergency, they probably would be. You can find all of these jobs listed and described in a publication entitled Manual of Enlisted Navy Job Classifications (NavPers 15105 - Rev.)

This manual is issued to every command, and you will find the Introduction of particular interest. (Note to PNs and YNs: be sure Change #1 is inserted.) Incidentally, NavPers 15105 is required reading for all officers and leading petty officers, as pointed out by BuPers Circ. Ltr. 59-52 (NDB, 15 April 1952).

The Navy job classification system grew out of the unprecedented expansion which the Navy underwent during World War II. New equipment and innovations of great complexity required increased degrees of skill. This, in turn, called for a method of earmarking these skills more positively than by a broad rating.

In 1945 extensive job analysis study of all the jobs in the Navy resulted in a new rating structure and a job code classification system which were closely related and designed to supplement one another.

In early 1946, when the first *Manual of Enlisted Navy Job Classifications* was issued to the service, the job classification system swung into operation.

This system is based upon four main elements:

- **Navy Job Title.** This is the title of the job classification. In general it is the same as the name by which



the individual billet is known in the Navy.

- **Navy Job Definition.** This is a brief description of the typical main duties, tasks and responsibilities performed in the class of jobs identified by the job title. It does not explain all the duties which a person with that classification *may be required* to perform. However, it does show the type of duties which he *will be able* to perform.

- **Navy Job Code.** Most job classifications are identified by a letter-numeral symbol or code made up of two or three letters and four digits. The letters are the abbreviations of the rating. The numbers are distinctive for each job classification.

- **Service Type Code.** This is a two-digit number which is added to the Navy Job Code, separated by a dash. It identifies the type of ship, station or school where the person gained most of the skill represented by the NJC assigned to him.

Here's how it actually works. Take a draftsman (any class) with the following identification, "DM-3753-79". The DM-3753 is his Navy Job Code. The manual pairs this code off with "Topographic Draftsman"—the Navy Job Title.

Below the Navy Job Title is a paragraph describing the job title. This paragraph is the Navy Job Definition.

The "79" is his Service Type Code. It stands for *Construction Battalion*—the type of activity at which he gained and demonstrated this particular skill.

No EM, however, is limited to a single NJC. The code already described is known as his *Primary NJC* and must always be within his rate or rating or the rating for which he is striking. A *Secondary NJC*, on the other hand, identifies additional abilities which are different from, and not a part of, those already shown by his Primary NJC. If the above mentioned

draftsman has the code identification "DM-3753-79/9848", the "9848" would be his Secondary NJC. It would mean that he was also a Japanese Interpreter.

Secondary NJCs are particularly useful to record for future assignment purposes certain special skills that do not tie in directly with any General Service Rating or Emergency Service Rating. For example, what rating could you pair off with Chemist (9522), Calculating Machine Operator (9544) or Locomotive Engineer, Diesel Electric (9533)?

In some cases these skills are embodied within Exclusive Emergency Service ratings. Typical among these would be Petroleum Technician (ESX-9648). An NJC of this type can be carried as a Primary NJC only by Naval Reservists recruited in time of war in an Exclusive Emergency Service Rating.

This doesn't mean that you would see this type Secondary NJC carried by only a few men and then only in wartime. All qualified personnel are eligible to hold these codes as Secondary NJCs. This holds true whether you are a member of the Regular Navy or a Reservist with an Emergency Service Rating.

As with the other skills, the skills recorded by this Secondary NJC are used by commands deciding on your next duty assignment as well as by BuPers. The Bureau uses them to fill special demands for men with "off the beaten track" qualifications.

NJC's are used very effectively to show skills of EM's in the lowest three pay grades. Take the case of a recruit graduate with two years civilian experience as a radio operator. Even though his rate is Seaman Apprentice, his NJC would show this closely related civilian experience as "RM-2319-94". The "RM-2319" would mean Radio Operator, Basic and the "94" would show his skill was gained as a civilian. After duty as a radio-

man striker, the "94" would be changed to show he had become experienced in Navy communication procedures.

Finally, there is the Special Program—Job Code. These classifications are never Primary NJC's, always Secondary NJCs. A very important classification, they take precedence over any other Secondary NJC and are assigned or taken away *only* by authority of the Chief of Naval Personnel. The reason these codes are so important is that they identify highly specialized and extensive training received in such fields as Electric Countermeasures, Photo Interpretation, Guided Missiles and Atomic Energy. Incidentally, all SPJC's begin with a "99".

How are your NJC's assigned? Well, aside from the "9900" series, there are several ways. Officers and leading petty officers observe you on your job as you progress in skill. Then, as appropriate, your NJC is checked over to see that it really tells what you are able to do. In line with this, the Manual states that it is mandatory that each person's NJC be reviewed and revised if necessary—each time quarterly marks are assigned.

NJC's are also reviewed whenever you pass through a receiving station. There, a personnel man trained in classification procedures will review your NJCs and will probably interview you. He does this so that up-to-date information will be available to those who assign you to your new duty station. Finally, authorities at service schools see to it when you leave that the service school training you have received is properly indicated by your NJC.

All in all, every effort is made at every turn to make certain that each EM is properly job-coded. This is done so that the Navy can make the best use of the individual skills of each EM in the naval service.





# U. S. Navy Band: From Bach to Boogie

WHEREVER you find a Navyman, you're likely to find a band. Ships have 'em. Shore stations have 'em. And then there's the big, official United States Navy Band, nicknamed "the World's Finest," with headquarters in Washington.

Music in the Navy goes back a long way. The first recorded entry that has been found concerning a Navy musician comes from the log of the American frigate, *Brandywine*. On 25 July 1825, a certain James F. Draper was signed on as a musician. His pay: \$10 a month!

In 1838, the pay table of the Navy Register recorded the first Navy "band" to be compensated for its efforts. It consisted of a bandmaster, four first class musicians and one second class musician.

Through the years, more entries appeared referring to Navy musicians and Navy bands. But these bands were only informally organized

groups, mustered for special occasions. They served to aid recruiting in ports and to boost morale.

After the turn of the century, "Anchors Aweigh"—the song and march that stirs all Navymen and an "all-Navy" production—was added to the repertoire.

It all came about in 1906 when Midshipman Alfred S. Miles wrote two verses under this title. These words were set to music by a Navy bandmaster, Lieutenant Charles A. Zimmerman, who was himself the son of an enlisted Navy bandsman of Civil War days.

The rollicking number was a natural for arrangement as a march. It soon began to be heard at drills, formations and athletic events. Several arrangements of "Anchors Aweigh" are heard today. Depending on the function, different keys are used for a marching band, or an orchestra or a massed group of singers.

Lieutenant Zimmerman, who composed the distinctive melody, was connected with the Navy most of his life. His father was a member of the Naval Academy Band which, along with other components of the Academy, had moved to Newport, R. I., during the Civil War. Here, in 1861, the future band leader was born. Young Zimmerman joined the band in 1882. Five years later he was appointed bandmaster, a post he held until his death in 1916.

In World War I, military bands—including the Navy's—really came into their own. At that time, John Philip Sousa, the renowned "March King," was given a Naval Reserve commission to lead the Great Lakes Navy Band. Sousa became the first Navy musician to hold the rank of lieutenant commander. The present leader of the U.S. Navy Band, Lieutenant Commander Charles Brendler, is the first Regular Navy musician to attain that rank.

In post-World War I days, a 21-piece band, known as the Navy Yard Band of Washington, began to attain great popularity at official functions. More and more, this little group of musicians was called on to play for various events.

By 1923, it had grown to 63 men. Its musicianship was so highly rated that President Warren G. Harding requested that 35 of its players accompany him on a visit to Alaska. The trip ended in tragedy, however, the President died unexpectedly in San Francisco.

On 4 March 1925, on the day of his inauguration, the next president, Calvin Coolidge, signed a special act of Congress which recognized the band as the permanent representative band of the U.S. Navy and changed its name from the Washington Navy Yard Band to the United States Navy Band.

About this time, the traditional sea-going uniform of the sailor was discarded by the musicians in favor of the regulation chief petty officer uniform its members wear today.

Today, the Navy Band contains within itself a complete symphony orchestra as well as a "swingphonette" and dance band. Its repertoire ranges from Beethoven to bebop, from Wagner to Gershwin. The band

TRUMPET section reaches for a high one during concert. U.S. Navy Band plays for thousands at outdoor programs during the hot Washington summers.





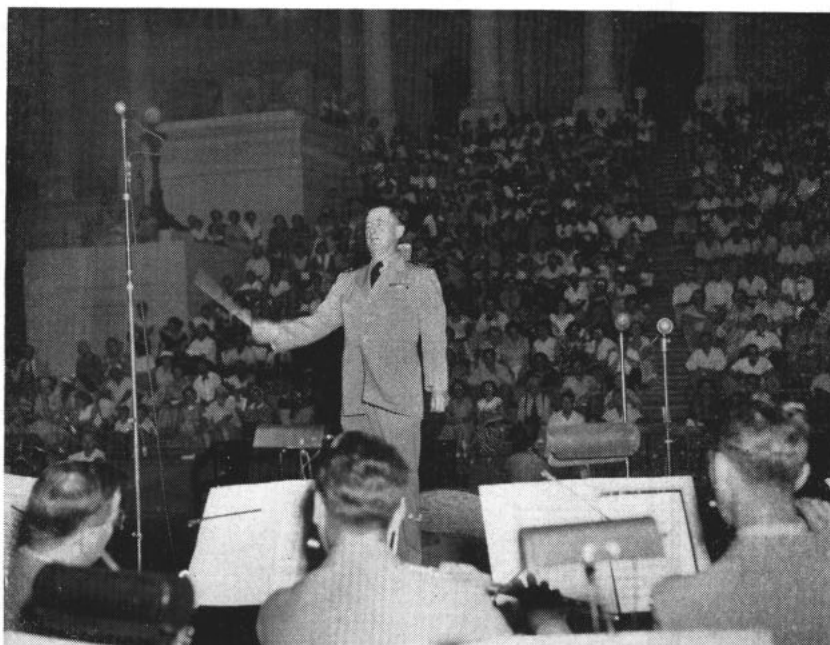
appears at funeral services for Navy-men in the Arlington National Cemetery. It plays at White House affairs and other official functions and, during the summer, presents a series of outdoor concerts on the Capitol plaza and at the picturesque Washington Watergate, a stage set on a barge which floats in the Potomac River.

For many years, the Navy Band has had a weekly radio broadcast. These programs, known as the "Navy Hour," are now transcribed and are played at various times by radio stations throughout the country. Noted artists volunteer their services for guest appearances from time to time.

Who makes up this official Navy Band? The Band now has 118 men on board. Most of them are outstanding graduates of the Navy's School of Music which operates just across the Anacostia River. Some are picked men ordered in from other musical groups throughout the Navy. Where they can fill the bill, Fleet musicians are given an opportunity to find a place in the Band. Some of the players are talented musicians from the civilian world. Hundreds of these are auditioned each year and the best are enlisted in the Navy expressly for duty with the Band.

The leader of the Navy Band is an ex-enlisted man himself. Lieutenant Commander Brendler enlisted as "landsman for musician" some 36 years ago. He had attained the rank of chief musician when the Navy Band was officially founded in 1925. He became assistant leader in 1937 and, five years later, received his commission and became leader.

Chief Warrant Officer Richard



CAPITOL Plaza steps are lined with people enjoying one of Navy Band's popular concerts. Man with baton is LCDR Charles Brendler, Navy Band leader.

Townsend, the Band's assistant leader since 1942, is also an ex-enlisted man.

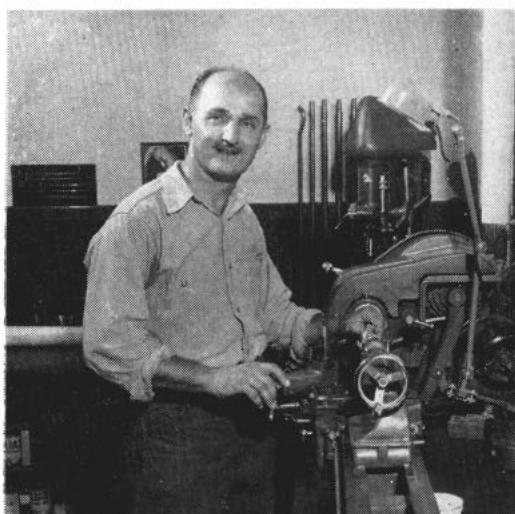
Here are some typical members of the Band today:

Carl Grove, 23-year-old saxophone soloist, enlisted in the Navy in 1946 as a fire controlman. Music was only a hobby with him then. One day, however, he filled out an application for the Navy School of Music. He got orders to go to the Nation's capital. After a month and a half in school and a few saxophone recitals, Carl got orders again—this time to report as a member of the U.S. Navy Band. At 19, he became a featured soloist

on the Band's 1948 tour. He's been a mainstay ever since.

One of the Band's most famous players is youthful Paul Olefsky. Before entering the Navy, he was first cellist with the Philadelphia Orchestra—considered by many as one of the "big three" symphony orchestras in the country. His favorite instrument, insured for \$20,000, is a rare *Domenicus Montagnana Cello*, made in Venice, Italy in 1733.

When Lee Swinson was sent to music camp by his folks to study flute and piano, he went under protest. To avoid practice and rehearsals,



BAND'S Mr. Fixit, John Huminik, at work. Right: Musicians reconstruct a score in the composing and arranging room.



**ANCHORS AWEIGH**—French horn section sounds off during playing of Navy theme song as preface to Navy Hour broadcasts, started 20 years ago.

Lee hid in the harp room. So what happened? He's now harpist in the Navy Band.

Homer Phillips is a "sackbut" soloist with the Band. What's a sackbut? That's the ancient name for the trombone, oldest of the brass instruments and sometimes laughingly called a "slip-horn" or "slush-pump." Phillips has a music degree from Northwestern University and spends much of

his spare time in research on the history of his instrument.

Any organization has its humorous side and the Navy Band is no exception. There's the story of the beast and the clarinet, as told by Elwin L. Jaeschke, YNC, USN.

During one of the Band's coast-to-coast broadcasts, Lieutenant Commander Brendler "cued in" the clarinet section. One of the players in-

haled, placed his instrument to his lips and blew. Nothing happened. Puzzled, he removed the mouthpiece, examined it critically, and replaced it. He blew again. No sound. then he carefully checked his reed. Reassembling the instrument, again he blew. Again—no sound.

Now, slowly and methodically, he "broke" the clarinet, separating the two middle segments. While he stared, disbelieving, a tiny white mouse stuck his head out of the middle section and stared at him.

The clarinetist calmly reached down for his "swab string" with one hand and extracted the mouse with the other. By now, the clarinet section was in quiet uproar.

Fashioning a leash from the swab string, the clarinetist tied it securely to the mouse's neck and, with considerable dignity, led the "beast" from the stage.

Twice each year for a period of five weeks, the Band packs up its tubas, trumpets, flutes, drums and other instruments and goes on tour, bringing a bit of the Navy to cities and towns across the continent.

The Band made its first annual tour in the fall of 1925. Since then, it has played before audiences in several thousand cities and all 48 states as well as in Canada, Alaska, Puerto Rico, Panama, Jamaica, Haiti and the Virgin Islands.

During these tours the Band plays "one day stands" at a different place each day. It may give an afternoon and evening concert in Denver, Colo., on one day, appear the next day at Trinidad, Colo., head for Colorado Springs on the following day and so on. Sometimes there are only evening concerts, but usually there's an afternoon concert, too, and often an in-between concert at a veteran's hospital. Moves are made in the mornings—and these mornings begin almost before the night is over.

How do Navy Band tours work? Who pays for them? What are they for?

Concerts are sponsored locally by various civic or service organizations. The government has a contract with a tour director who has the responsibility for making all necessary arrangements. The Navy approves each local sponsor and the contracts between the tour director and the local sponsors.

The local organizations at the vari-



**'MET' SOPRANO**, Licia Albanese, lends her voice to a Navy Hour broadcast. Famous artists donate their time for these programs heard throughout the U.S.



ous cities where the band will appear do most of the arranging. These organizations—parent-teacher associations, chambers of commerce, veterans' organizations and similar groups—make all local preparations. They reserve the auditorium, provide for advance publicity, make hotel reservations. All the band has to do is get there and play!

To do that, the Band bats across counties and states in buses. Schedules are set up well in advance so that it's possible to make these one-day stands at a different place each day, but even so there's little slack time left. Moments for souvenir-shopping and letter-writing must be stolen between afternoon and evening concerts. Musicians learn to finish out a night's sleep sitting up in a speeding bus. Laundry must be taken care of when and where one-day service is available.

Buses are chartered commercial vehicles with civilian drivers. They are attractively painted in a Navy-like manner and carry the distinctive Navy Band insignia. A truck is used to carry the Band's cargo of delicate, expensive instruments.

Mr. Taxpayer need not worry about how much these tours cost him. He pays *nothing* for the Navy Band except the moderate price for a ticket if he attends a concert.

Each group which sponsors a Band concert must guarantee to pay the Band's expenses for that part of the tour. That's why there is a charge for tickets. Whatever money is left after the Band's actual expenses are paid is contributed to a worthy local charity or civic project.

These tours serve a multi-fold purpose. They build up good public relations between the Navy and the people, they spur recruiting, and encourage the development of music as part of the Navy's morale and recreation program. The Navy Band does a good job of representing the Navy to people who otherwise might never meet the seagoing service personally.

Musicianship in the Navy has come a long way, a very long way from the time of Vice Admiral Porter who, as superintendent of the Naval Academy, issued the following order in 1867: "Midshipman Thompson (1st class) who plays so abominably on his fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out the little end of the horn."



POPULAR Sixth Fleet band plays for crew members on board USS *Salem* (CA 139) at noon hour during a recent good will visit to Oran, Algeria.

## Bluejackets' 'Diet' Includes Musical Fare

From carriers to submarine tenders, music plays a part in the life of every sailor.

During noon hour, at smokers, dances, formal ceremonies and the like, these groups of sailor-musicians sound off—for dancing or marching feet or, maybe, just listening ears.

Take, for example, the band on board USS *Fulton* (AS 11). Its versatile members double as ship's orchestra and military band.

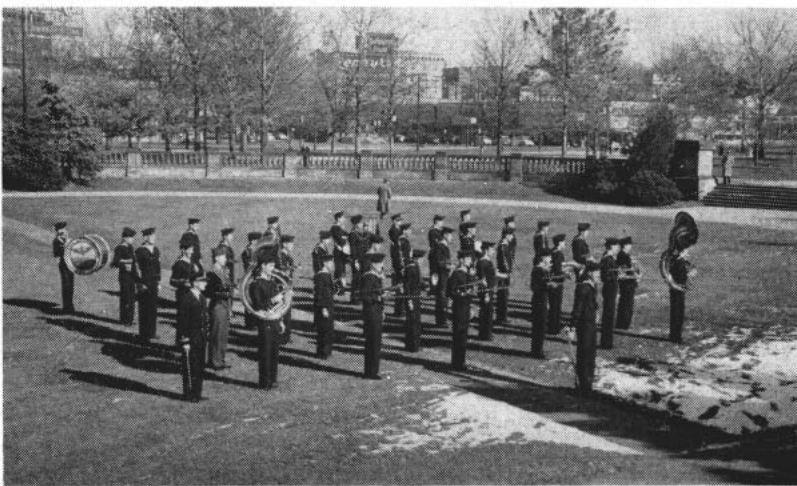
Although just a little over a year old, *Fulton's* band has performed at commissioning ceremonies, athletic events and at the christening

of the "killer sub," K-1. Four of its trumpet men bugle the ship's calls over the public address system during the day.

Another relatively young band is located at NAS Denver, Colo. Organized in 1951, the band has played at many official functions and community events.

The leader, Lieutenant (junior grade) G. P. Ivancie, DC, USNR, is probably the only Navy dentist who holds the title of bandmaster.

NAS Denver believes it can claim another 'first'—the first of 28 stations in the NARTC to have its own band.



AWAITING a downbeat, members of the 38-piece band at NAS Denver, Colo., stand at attention during ceremonies at the "mile high" station.





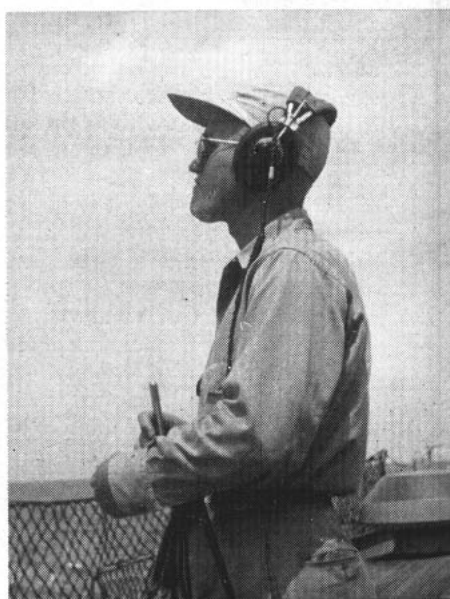
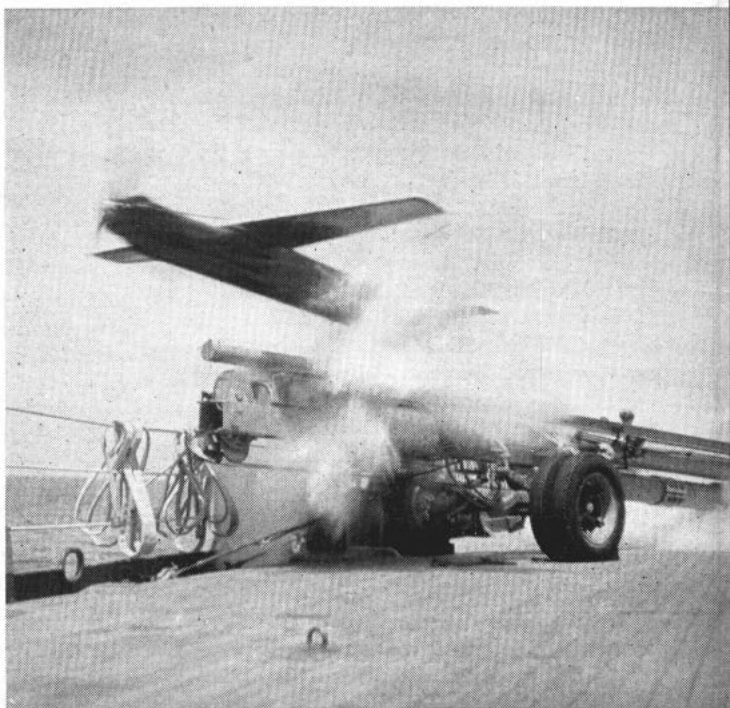
## Eye-Sharpeners

**MOST NAVYMEN** are familiar with "drones" — those radio-controlled, pilotless aircraft targets used to train Navy gunners in the art of shooting down planes.

An officer maneuvers the 310-pound craft by means of a control box held in his hands. He guides the ship on an erratic course, using every trick of the trade to keep the drone in the air.

Powered by a four-cylinder, two-cycle engine and guided by radio, the drone is capable of many tricky maneuvers. As it jerks along at a steady 220 knots, gunners on each ship in the task element try to knock it down.

Reading clockwise, *top left*: Drone's power plant gets tuned up. *Top right*: Radio equipment gets checkup just before launching time. *Right center*: Spray from water buffer fills the air as the drone is airborne. *Lower right*: "Pilot" directs the flying pattern of the drone. *Lower center*: "Drone shot down to port!" *Lower left*: Inspection officer, back to camera, goes forward to inspect retrieved drone. After inspection, drone will be taken to hangar deck and disassembled for salvagable parts to be used in other "birds."—H. C. Varner, JOC, USN.



# Navy Athletes Score in Olympic Games

The 1952 Olympics have written the biggest and most brilliant entry in the log of Navy achievements in international athletic competition.

Of the 336 U. S. Olympic Team members to travel to Finland for the XV Olympiad, some half a hundred were Navy, Marine Corps, and Coast Guard athletes. They not only comprised the all-time largest naval service Olympic representation, but succeeded in bringing home more honors than any other armed forces contingent in the long history of the world's most ancient and famous sports spectacle.

The quadrennial athletic extravaganza, held this year at Helsinki's new sports stadium, marked the initial occasion in Olympic annals that Navy competitors captured two first-place awards. The Navy crew repeated a 1920 win in the rowing event, and, for the first time in U. S. Olympic competition, an American won the heavyweight boxing title.

Actually, Navy representatives made off with three of the prized gold medals, when considered that the decathlon championship was won by a Marine Reservist, Bob Mathias, who was not entered officially as a member of the Navy-Marine Olympic squad.

In addition to their top championships, Navy squadmen garnered two second-place and one third-place awards in track and field events, a third and fourth in swimming, a third in wrestling, and a fourth in water polo.

No medals were awarded for fourth-place finishes, but they all helped to boost the unofficial U. S. team point total to 614 as against second-place Russia's 553½. All in all, Navy team members were in competition with nearly 6000 of the best athletes of the 72 nations who entered teams in this year's games.

The Naval Academy's crew made an impressive showing as they stroked the way to victory, a victory that had been more or less anticipated in view of the midshipmen's great undefeated season in U. S. racing the past year.

The Navy's most significant individual triumph was turned in by "Big Ed" Sanders, husky seaman apprentice from the San Diego Naval Training Center.

Comparatively unknown a year



OLYMPIC CHAMPS — (l-to-r) Midshipmen Stevens, Frye, Worth, Detweiler, Murphy, Dunbar, Fields, Shakespeare. Kneeling is ENS Manning, coxswain.

ago, Sanders emerged from the 1952 Olympics as the first ringman ever to win an Olympic heavyweight championship for the U. S., and the first Navy man on active duty to win any Olympic boxing medal.

Four other U. S. boxers won first-place awards to establish another American record. Previously, the most ring titles won in a foreign Olympic meet had been in 1920 when Americans collected flyweight, lightweight, and light-heavyweight gold medals at the Antwerp games. Prior to this year, no American boxer had won an Olympic title since the 1932 Los Angeles games at which the U. S. took first place in the welterweight and middleweight finals.

Let's take a more detailed look at the individual events.

## Navy Olympic Team Results

- First:* heavyweight boxing.
- First:* eight-oared shell rowing.
- Second:* high jump.
- Second:* javelin throw.
- Third:* 110-meter hurdles.
- Third:* 100-meter backstroke.
- Third:* 136-lb.-class wrestling.
- Fourth:* 100-meter backstroke.
- Fourth:* water polo.

## • Boxing

"Big Ed," the new amateur heavyweight champion of the world, was born Hayes Edward Sanders in California in 1932 in Los Angeles. Today he stands slightly over six-feet three-inches tall and tips the scales at close to 230 pounds.

His big-time boxing debut came while Sanders was attending Compton Junior College in California in 1949. In that year he won the National J. C. heavyweight ring title. Moving later to Pocatello, Idaho, he continued his boxing while a student at Idaho State College where he also participated in track and football.

After a year of college, he joined the Navy (18 Oct 1951) and was ordered to NTC San Diego. There he reported for football practice, but the center's athletic trainer, G. E. "Moose" Detty, learning of Ed's background and experience in fisticuffs and sensing the potentialities of the strapping youth, took him under his wing to make a boxer out of him.

Sanders was selected to accompany the Chicago Golden Gloves squad on a European tour last spring, and won all of his bouts, beating some of the smartest boxers of Ireland, France, Germany and Italy. He later joined the All-Navy Olympic squad, train-



## NAVY SPORTS

ing under veteran Naval Academy boxing coach, "Spike" Webb.

In the U. S. Olympic finals at Kansas City, Mo., in June. He clinched the heavyweight spot on the Olympic squad with wins over All-Army Boxer Lloyd Willis of Miami, Fla., Bob Ranck, NCAA champion from Cody, Wyo., and Jack Scheberies, NAAU title holder of Oakland, Calif.

Sanders was elected U. S. team captain at Helsinki and gave early promise of offering stiff opposition to Olympic heavyweight contenders. In his first elimination bout he knocked out Switzerland's Hans Jost in the first round. Drawing a bye in the second-round schedule, he went on to the quarter-finals and scored a third-round KO over Giacomo de Segni of Italy. In the semifinals, Ed was awarded a second-round TKO over tough Alfred Nieman of South Africa.

The final bout and the championship practically fell into battling Ed's lap when his opponent, 19-year-old Ingeman Johansson of Sweden, took one look at the towering American and decided he wanted no part of the affair. Johansson insisted on prancing out of reach of Sanders and after being warned several times to "get in there and box" the Swede was disqualified for not making a fight of it. Sanders climbed out of the ring with the prize plum in world amateur boxing—an Olympic gold medal.

### • Rowing

The Naval Academy's 1952 unde-



**BOB MATHIAS**, Marine Reservist, is the first two-time Olympic decathlon winner at 1952 games in Helsinki.



**'WELL DONE!'** shouts Annapolis rowing coach, 'Rusty' Callow. His Navy eight returned with Olympic victory.

feated national crew added international blue ribbons to its record by rowing to an Olympic eight-oared shell victory over Russia, Australia, Great Britain and Germany. It was the second championship for a Mid-die crew in Olympic history. When Navy rowers won the event in 1920, they gave the U. S. its first Olympic shell-racing trophy.

This year's Navy win, the fourteenth in a row for the Annapolis crewmen, earned the U. S. its seventh consecutive gold medal in the event.

Two other Navy rowing units—a "four without coxswain" crew and a "single sculls" entry—were coached to Olympic participation by the Academy's Russell "Rusty" Callow, but only the eight-oared shell crew managed to finish in medalist position.

The Navy eight-oar crew was composed of Ensign Charles Manring as coxswain, and Midshipmen Frank Shakespeare, William Fields, James Dunbar, Richard Murphy, Robert Detweiler, Henry Proctor, Wayne Frye and Edward Stevens (stroke). Alternates on the eight-man crew were Midshipmen Charles White, William Thurman and Edward Worth.

The Navy four-without-coxswain crew consisted of Ensigns Demster Jackson and Louis McMillan, Jr., and Midshipmen James Welsh and John Davis.

Ensign John Kelly, Jr., USN, of the Fourth Naval District, was entered in the single sculls event but didn't place.

### • Track and Field

Lieutenant (junior grade) Kenneth Wiesner, USN, a Dental Corps officer at NTC Great Lakes, took second place in the Olympic high jump with a leap of 6 feet, 6-3/5 inches. The event was won by Walt Davis, six-foot eight-inch Texas A&M athlete who cleared 6 feet, 8-1/3 inches.

The 27-year-old Wiesner held the outdoor NCAA championship from 1944 through 1946 while attending Marquette University. He had not been jumping since 1948 but started practicing this spring for the Olympics by hoisting his 204-pound frame over a bar at the 6-foot 7-inch mark to win the Wisconsin AAU indoor track championship at Milwaukee. This jump, incidentally, erased the meet record of 6-feet 6-1/2-inches which had stood since 1937.

Lieutenant Wiesner's best lifetime leap was his 6-foot 8-1/2-inch jump in the 1946 NAAU meet. This jump went into the record books as the world's best high jump between the years 1941 and 1949.

The Olympic second place javelin award was won by Pfc William Miller, USMC, of MCRD San Diego. Although the Arizona Indian hurled the spear 237-feet 8-1/2-inches, besting the Olympic record, the distance did not stand up under the attack by first-place-winner Cy Young of the Los Angeles A.C. who set a new Olympic mark of 242-feet 3/4-inches.

A third-place silver medal was won in the 110-meter hurdles by Arthur Barnard, SR, USNR, a station keeper at NAS Los Alamitos, Calif. The 23-year-old six-foot Reservist flew over the barriers in 14.1 seconds. First and second awards in this event were taken by Harrison Dillard of Cleveland and Jack Davis of Glendale, respectively, both of whom cleared the course in the identical time of 13.7 seconds, two-tenths of a second better than the old Olympic record.

Barnard was a surprise placer on the U. S. Olympic squad when seaman Richard H. Attlesley, also of NAS Los Alamitos, failed to qualify for the U. S. team. Attlesley, while attending the University of Southern California in 1950, had set world records in the 120-yard and 110-meter high hurdles. He seemed a cinch for a 1952 Olympic berth, but a strained leg muscle proved his undoing during the U. S. tryouts.

### • Decathlon

The Olympic two-day, 10-event

decathlon meet was won for the second time in succession by Cpl Robert Mathias, USMCR, Stanford University's great football and track star.

Mathias, who attended platoon leaders' class at MCRD San Diego this summer, is slated for a second lieutenant's commission in the active Marine Corps Reserve upon his graduation from college next year.

The six-foot three-inch, 200-pound holder of the U. S. decathlon championship for four years, and defending Olympic champion, shattered his own world's record (set in 1950) while winning his 1952 Olympic gold medal. In this year's Olympic victory, Mathias ran up a record total of 7887 points as against his own 7224 in the 1948 Olympics. His nearest rival was Milton Campbell, 18-year-old high school sensation from Plainfield, N. J., with 6975 points.

The rugged track and field decathlon requires competition in a 1500-meter race, 400-meter dash, 100-meter dash, 110-meter hurdles, discus throw, javelin throw, pole vault, shot put, running broad jump, and running high jump.

#### • Wrestling

A third-place medal in freestyle featherweight wrestling was won by Lieutenant Josiah Henson, USN, an instructor in aviation at the Naval Academy and 1952 NAAU champion in his weight class.

In the first-round Olympic match, Lieutenant Henson was pinned by Antonio Randi of Italy. In subsequent matches the Navy grappler managed to defeat K. D. Mangave of India, John Elliott of Australia, and Geza Hoffmann of Hungary, but in the final round-robin matches he lost to Bayram Sit of Turkey and Nasser Guivehtchi of Iran. Sit went on to win the gold medal for the event, and Guivehtchi placed second.

#### • Swimming

Ensign Jack Taylor, USN, of Akron, Ohio, a former NROTC student at Ohio State and 1951 NCAA and



Ed Sanders



'Spike' Webb

NAAU backstroke champion, annexed a third-place bronze medal in the Olympic 100-meter backstroke swim. He was clocked at 1:06.4, only two-tenths of a second over the time which won second-place honors for Gilbert Bozon of France. The gold medal winner for the U. S. was Yoshinobu Oyakawa, an Hawaiian student at Ohio State. Oyakawa set a new Olympic record of 1:05.4 for the backstroke event.

Fourth place in the 100-meter backstroke was won by defending champion Ensign Allen Stack, USNR, who as a Yale student placed first in the 1948 swim in the exact time Taylor made in winning the 1952 third spot. Ensign Stack, prior to his final Olympic race this year, had been slightly injured in a fall from a motor scooter. He was thrown to the ground when the scooter struck a pile of dirt in the Olympic village. He was forced to swim through some of the early elimination heats and the finals with a bandaged hand.

#### • Water Polo

The U. S. was represented in the Olympics by the water polo team of the El Segundo (Calif.) Swim Club which had defeated the New York A.C. squad in the U. S. final tryouts. Three players of the Segundo seven-man team were Navy Olympic squad members. They were Ensign James L. Norris, USN, former University of Southern California NROTC student; Robert Hughes, SN, USCG; and Harry Bisbee, ET3, USCG, the latter two being attached to 11th Coast Guard

District Headquarters at Long Beach. A fourth Navy Olympic water polo team member was Marvin Burns, a Naval Reserve aviation cadet from Fullerton, Calif., a player from the Whittier (Calif.) Water Polo Team. The American team took a fourth place, the highest position a U. S. water polo squad had ever finished. It also was the first time an American water polo team had ever beaten a European squad in Olympic competition.

In fighting their way into the finals, the American players toppled Great Britain, Rumania, Belgium, Spain and Italy, but in the playoff games they bowed to Hungary, Yugoslavia and Italy (return match), those countries finishing in that order for the Olympic medal places.

Other Navy-Marine Corps Olympic team members who accompanied the U. S. squad to Helsinki, but who, as alternates or participants, did not finish in any of the top spots, were:

- Lieutenant (junior grade) John A. Fletcher, USN, 147-pound American Olympic wrestling champ of Naval Air Advanced Training Command, NAS Corpus Christi, Texas.

- Dan A. Hodge, SN, USN, of NTC Great Lakes, 174-pound American Olympic wrestling titleholder.

- Joseph J. Krufka, AT3, USN, of Air Anti-Submarine Squadron 31, 174-pound American Olympic wrestling alternate who replaced Lieutenant Charles Swift, USN, of the Naval Academy. Lieutenant Swift originally had qualified for the U. S. Olympic team but was forced to withdraw from competition after fracturing a leg in a practice match in this country while training for the Olympic games.

- Lieutenant Commander Walter Blattmann, USN, American gymnast champion attached to the staff of Chief of Naval Air Technical Training Unit, NAS Memphis.

- Norman E. Brinker, SN, USN, of Elliott Annex, NTC San Diego, an



Art Barnard



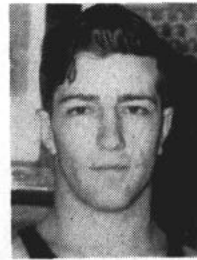
Bill Miller



Allen Stack



Jack Taylor



Josiah Henson



Ken Wiesner



# SIDELINE STRATEGY

Now that the 1952 Olympic games have gone into the history books, a comparison of increased distances and heights in field events over the past half-century of Olympiad competition is at the same time interesting and startling.

For example, in 1904 the running high jump championship was won by S. S. Jones of the U. S. with a leap of 5 feet 11 inches. This year, Lieutenant (junior grade) Wiesner of the Navy Olympic squad jumped 6 feet 6 3/5 inches which was only good enough for a second place medal.

In 1906, E. Lemming of Sweden was crowned Olympic javelin throw champ for his toss of 175 feet 6 inches. In the 1952 games, the Marines' Bill Miller hurled the stick 237 feet 8 1/2 inches, but still only won second place.

\* \* \*

The Navy can claim at least some little part in the third place honors taken by comely Zoe Ann Jensen in the low-board diving event at this year's Olympics.

Zoe Ann, wife of Washington Senator's baseball player Jackie Jensen, came to live in the capital recently but could find no regulation board springboard on which to practice her specialty.

Thereupon, the nearby Naval Receiving Station gallantly came to the rescue, offering the athletic lass the use of its board—on one condition: that the Navymen at NRS be allowed to look in and watch one of the world's best women divers in action.

So Zoe Ann picked up a special Navy pass enabling her to get on the base and went about the serious business of training for her Olympic test. Practice made perfect as her 1952 third-place medal proves.

The Olympics at Helsinki is not the only place where sports stars from the U. S. in general and the U. S. Navy in particular meet their foreign counterparts.

Another hot-bed of international competition is the Mediterranean area where athletes from the rotating ships of the U. S. Sixth Fleet tangle with athletes from a number of European countries.

The returns are now in on basketball and the Sixth Fleet court champs from USS *Roanoke* (CL 145) have compiled a two year record without a single loss to a foreign team.

The Roanoke Ramblers have defeated numerous teams including the French teams of Club de Boulangerie, Nice; Olympic Club, Marseilles; Sporting Club, Antibes; and the French Navy, Toulon.

In Spain, they won over Club de Football and Adrian Club of Barcelona and in Greece they defeated Triton Club, Sports Club of Athens and the Piraikos Club of Pireaus. In Turkey, the Ramblers beat the Karsiyaka Club of Izmir. Other wins were added in Sicily and Italy.



DIVER Zoe Ann Olsen (right) and speed star Ellen Oberti relax at Navy RecSta pool.

alternate on the U. S. equestrian team.

- Lieutenant Charles Lapworth, Jr., USNR, of Long Beach Naval Shipyard, alternate crew member of the U. S. 29-foot Dragon Class sloop entry *Skidoo*.

- Pfc Edward McHugh, USMC, of MCRD San Diego, member of the U. S. Olympic soccer squad.

- Ensign John Calhoun, USNR, of Naval Supply Depot, Bayonne, N. J., 10-meter platform diver.

- Wallace Wolf, AA, USNR, of NAS Los Alamitos, 200-meter free-style swimmer who as a civilian in 1948 was a member of the U. S. record-setting 800-meter relay team in the London Olympics.

- Kenneth M. Nitzkowski, SA, USNR, of NAS Los Alamitos, 1950 and 1951 All-American collegiate breaststroke champ while at UCLA.

- Lieutenant (junior grade) Samuel Felton, Jr., USNR, of the Fourth Naval District, Philadelphia, also a 1948 U. S. Olympic team member, as a hammer thrower.

- Ronald Rhoads, AN, USN, of VC-3, NAS Atlantic City, N. J., cyclist.

- James G. Lauf, SR, USCG, of Coast Guard Receiving Station, Cape May, N. J., cyclist.

- Lieutenant (junior grade) Peter Chesney, USNR, of Westover (Mass.) Air Force Base, and Pvt Henry C. Clifford, USMC, of Officer Candidate School, Quantico, Va., qualified as members of the U. S. field hockey team, but this American entry was withdrawn from competition prior to the start of the Helsinki games.

- Pfc Jaime Annexy-Fajardo, USMC, hammer thrower of Camp Pendleton, Calif., and Pfc Frank Paniagua-Rivera, USMC, 800-meter trackman of Camp Lejeune, N. C., both natives of Puerto Rico, received special permission to travel to Finland to represent the Puerto Rican Olympic squad.

- U. S. Olympic Rifle and Pistol team members included SSgt William McMillan, USMC, of Camp Pendleton; Major Harry Reeves, USMCR, of the Detroit Police Department; and Lt Colonel Emmett Swanson, USMCR.

- Lt. Colonel Walter Walsh, USMCR, of Marine Corps Headquarters, Washington, and TSgt Walter L. Devine, USMC, of Quantico, accompanied the Olympic team to participate in international shooting matches at Oslo, Norway.



## Liberty Landmarks

Whenever sailors make liberty in foreign ports, you can be sure they'll take time out for plenty of sightseeing and maybe pick up a few souvenirs to send home to mom or the girl next door.

Sailors are always attracted by famous landmarks such as Buckingham Palace, the Taj Mahal, the Leaning Tower of Pisa and the like. On this page, *ALL HANDS* presents a few well-known focal points visited by touring Navymen.

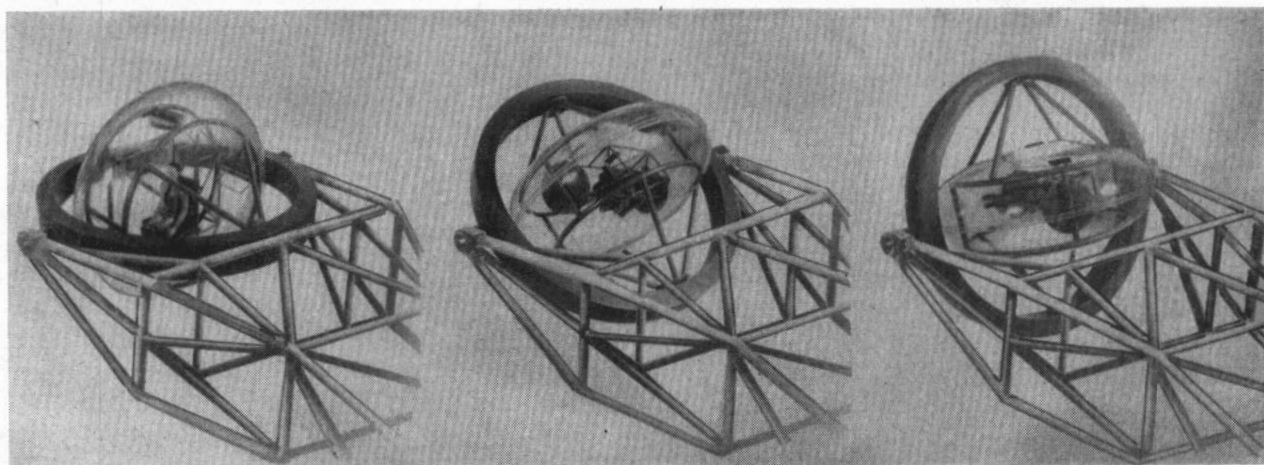
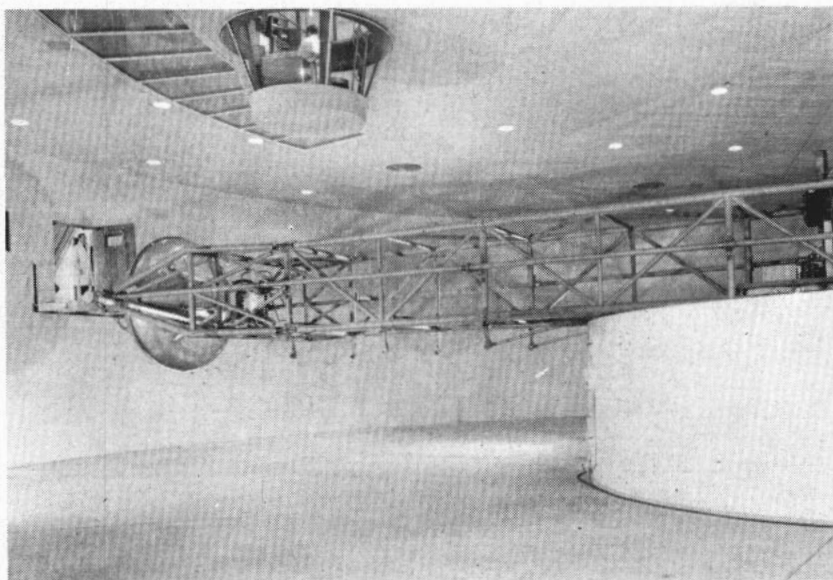
Upper left: Sailor, visiting Athens, Greece, looks out at the ruins from atop the Acropolis as other white hats study the ancient ruins. Upper right: Navymen climb winding steps to get to the center of Istanbul. Ancient mosque boasts both American and Turkish flags. Right center: Sailors pose for snapshots in front of St. Peter's Square in Rome. Lower right: The Eiffel Tower provides a striking backdrop for a sailor in Paris. Lower left: Leaning Tower of Pisa has its share of fascinated on-lookers. The marble structure, 179 feet high, deviates 16½ feet from the perpendicular. At left is the cathedral.







OPERATOR controls motions of gondola from overhead control 'blister.' Below: Gondola and 50-foot tubular steel arm shown in main chamber.



SERIES show positions of centrifuge. Machine can accelerate from a dead stop to 174 mph in less than seven seconds.

## A New Scientific

THE world's largest and most powerful machine to test pilots under conditions of extreme accelerative forces is now in operation at the Naval Aviation Medical Acceleration Laboratory, NADC, Johnsville, Pa.

This human centrifuge, nicknamed the "whirligig", is capable of producing artificially the same conditions encountered by pilots of sonic-speed aircraft — high speeds, rarefied atmosphere and forces equivalent to many times the gravitational pull of the earth.

These factors are brought to bear in a "gondola" (a spheroidal enclosure) big enough for one man, which is whirled about by a 50-foot mechanical arm.

Since today's jet planes are subject to violent accelerative forces during maneuvers, the Johnsville installation was designed specifically to build up the largest stress possible in the shortest time. Older centrifuges require a longer time to "wind up" and deliver their maximum stress.

The Johnsville "whirling dervish" can accelerate from a dead stop to 174 miles per hour in less than seven seconds and from zero to 90 miles per hour in only one and one-half seconds. It is capable of exerting a force equal to 40 times the gravitational pull of the earth (40 Gs) on a pilot seated in the gondola. It is powered by one of the largest vertical direct-current motors ever built. The huge 180-ton motor can develop an instantaneous load of 16,000 horsepower.

The operation of the big centrifuge is controlled by a single man who

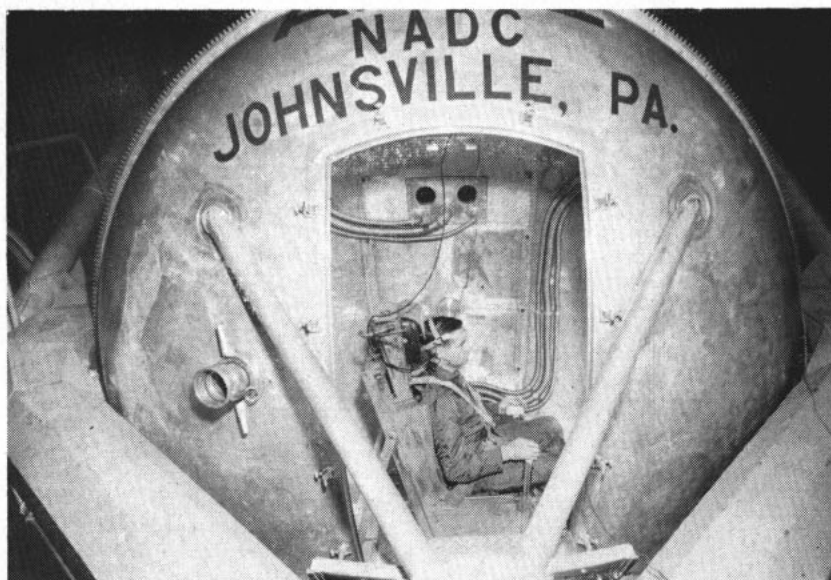
# Merry-Go-Round

sits in a transparent plexiglas blister suspended from the ceiling over the device. Using special electronic controls, the technician determines the speed and positions the gondola will assume.

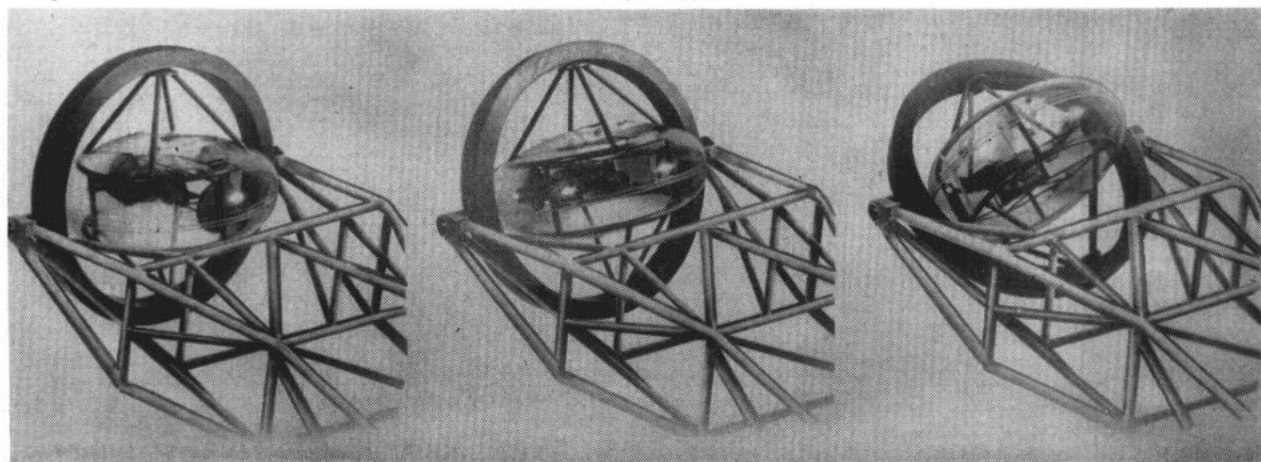
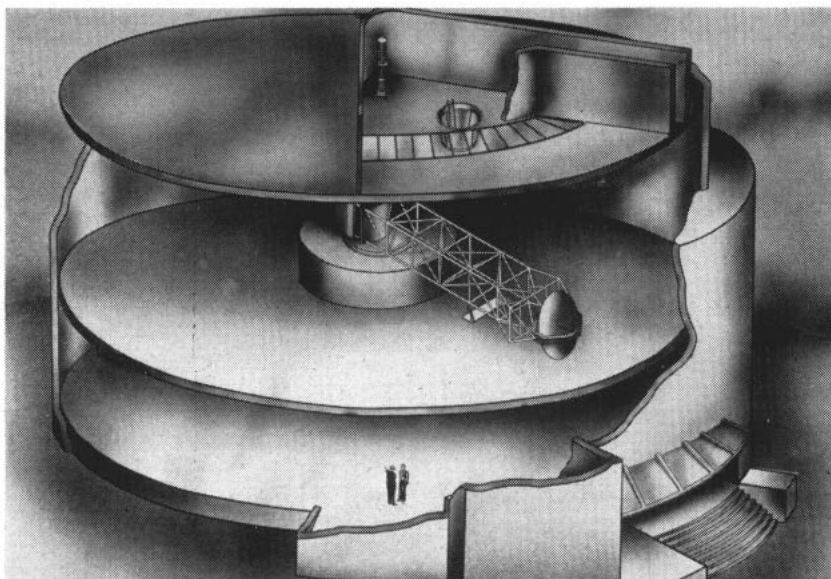
The aluminum gondola itself is suspended in double gimbals (a contrivance for permitting a body to incline freely in any direction) which can be rotated by means of motors mounted on the steel arm. Thus a man seated in the gondola can be somersaulted or tipped into any position even while he is being swung around the large circle made by the rotating arm.

The "pilot" (in this case any handy volunteer) is seated and strapped in an ordinary aircraft seat mounted inside the gondola. Since he is not visible to researchers when the centrifuge is in motion, television, high-speed x-ray and motion picture cameras are mounted inside the gondola to record his every action. Further studies are made possible by sensitive devices which record measurements of his respiration, heart-rate, blood pressure, heart and brain waves.

The entire Johnsville laboratory and its facilities were constructed and equipped at an approximate cost of \$4,500,000. The main housing for the centrifuge is a cylindrical reinforced steel and concrete building 130 feet in diameter. The operating floor of the centrifuge is 110 feet in diameter. The floors, walls and ceiling of the operating chamber include 1/16 inch copper sheeting to protect the delicate circuits from magnetic and electrical interference.



PILOT awaits 'take-off' in gondola filled with various testing devices. Below: Cutaway sketch shows arrangement of centrifuge and control 'blister.'



GONDOLA is mounted in 2-gimbal system which is operated by electro-hydraulic motors. Unit weighs 84,000 pounds.



# LETTERS TO THE EDITOR

## Out-of-Service Benefits

SIR: What pensions or compensation, if any, does the law provide for survivors of naval personnel who died while on inactive duty and while receiving retirement pensions?—L.N.W., LT, (SC), USN.

- *Monthly benefits (other than insurance payable by the Veterans Administration) to survivors of naval or ex-naval personnel are divided into classes as follows:*

*Compensation — Benefits payable to veterans' survivors for service-connected death.*

*Pension—Benefits payable to survivors of veterans for non-service-connected death. This is not payable unless veteran had wartime service and/or service since 27 June 1950.*

*You will note that the distinction is in the service-connection or the non-service-connection of the death. A death out of service may be considered service-connected on the proof submitted supporting a claim of a survivor including the man's service medical records. (All deaths in service, in the absence of misconduct, are considered service-connected by the Veterans Administration.)*

*The retired status of an individual is not a factor in itself. No person, solely because of the fact of his retirement for*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute or the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

*physical disability or other reasons, establishes any right of a survivor to a pension or any compensation.*

*All legal provisions concerning compensation and pension are contained in the Veterans Regulations, Chapter 12, United States Code.*

*The recent article "Here are Survivors' Rights and Benefits" (ALL HANDS, June 1952, pp. 29-35) gives information and lists payments to survivors of personnel on active duty, and a forthcoming issue will cover the rights and benefits of service personnel in inactive status.—Ed.*

## Stationkeeper Duty

SIR: Two years ago I was recalled to active duty in my present rate and now serve with an air transport squadron. Behind me are 14 years of service, including a year in drill pay status with on Organized Reserve unit. I am over the age limit for transfer to the Regular Navy. Consequently, to qualify for retirement benefits, authorized for active duty service, I must complete the required number of years of active duty in a USNR status.

My question is this. Are there stationkeeper billets open so that a man who desires to apply for continuous active duty with the Naval Reserve program could do so? If there are, where should I apply?—J.M.R., YNTC, USNR.

- *Continuous active duty in connection with the Naval Reserve program is regulated by the commandants of the various naval districts or the Chief of Naval Air Reserve Training.*

*Upon becoming eligible for release from active duty in the regular establishment you may obtain information concerning shipkeeper or stationkeeper vacancies for men in your rate at your separation activity.*

*Requests for orders for continuous active duty in an Active Naval Reserve (ANR) billet should be addressed to the appropriate district commandant or, if under the military command of the Chief of Naval Air Reserve Training, to the commanding officers of Naval Air Stations or Naval Air Reserve Training Units.—Ed.*

## Manual for Courts-Martial

SIR: Could you tell us yeomen if the Judge Advocate General's office is planning to publish anything that would show sample records of trials by General and Special Courts-Martial? Information of this type would be a great help to us in the field. I was recently transferred from a division of DE's where I found that most records of trials by Special Courts-Martial were different in some respect.—W.E.A., YN1, USN.

- *The Manual for Courts-Martial, United States, 1951, Appendices 8, 9 and 10 contains guides for the preparation of records of General and Special Courts-Martial. In addition, the February 1952 issue of the Judge Advocate General's Journal contains an excellent trial guide for the preparation of records of Special Courts-Martial.*

*The Manual for Courts-Martial is an official publication and has been distributed throughout the naval service. The Judge Advocate General's Journal is also distributed to all ships and stations. Extra copies of the February 1952 issue may be obtained by writing to the Editor, JAG Journal, Office of the Judge Advocate General of the Navy, Washington 25, D.C.*

*In line with this general subject, the Bureau of Naval Personnel — in conjunction with the office of the Judge Advocate General — is completing a series of training films concerning the procedures for conducting non-judicial punishment (Captain's mast) and courts martial. The films are in various stages of production and when ready for distribution will be made available through training aids sections in the field.—Ed.*

## How to Address a Chief

SIR: What's the story on how to address a chief petty officer?

I notice in the March, 1952 issue of ALL HANDS, in your article on naval customs and courtesy (see the chart on page 31) that you say it is okay to address a chief petty officer as "Chief Smith".

Not in my book. It is my understanding that a CPO should be addressed only as Chief, or by his surname. How about that?—W. J. L., YNC, USN.

- *Generally, Chief Petty Officers are addressed by military personnel in one of two ways: By their last name when addressed by officers of their own ship or station, or as "Chief" by officers not attached to their organization (when the last name is not known) and by enlisted men. This is pointed out in the article on courtesy, on page 35 of the March 1952 issue. It is also acceptable to use Chief with the surname when called for in a military situation, as for example, when enlisted personnel are addressing a particular CPO among a group of chiefs.—Ed.*

## Name or Number?

SIR: I am skipper of the YOG-78. I have a crew of 13 men and they have been after me to find out if our craft has ever had a name. She has been just a number for so long while the other craft in the harbor all have names. So I looked through all my files and books and cannot find a name in any of them.

If this craft does not have a name how could we go about naming her?—R.M.H., BMI, USN.

- *Sorry skipper but it looks like your craft will have to continue to be "just a number" unless you and the crew want to give her a suitable nickname. It is not the policy of the Navy to assign official names to gasoline barges (YOGs).—Ed.*

### Navy Savings Accounts

SIR: What is the method of payment of money in a Navy Savings Account upon death of the depositor?—J.M.P., YN1(T), USN.

• According to law, savings deposits of deceased service personnel shall be paid to their heirs or representatives.

If a demand is presented by a duly appointed representative of the estate of the deceased, the General Accounting Office will make payment to the legal executor or administrator.

If no demand is made, the accounting officers may allow payment to the decedent's widow, widower, or legal heirs in the following order of precedence:

First, to the widow or widower. Second, if decedent left no widow or widower, or the widow or widower be dead at the time of settlement, then to surviving children. Third, if no widow, widower, or descendants, then to the father and mother in equal parts. Fourth, if either the father or mother be dead, then to the one surviving. Fifth, if there be no widow, widower, child, father, or mother at the time of settlement, then to the brothers and sisters and children of deceased brothers and sisters.—Ed.

### Non-Selection for Promotion

SIR: Would it be possible to find out the reason I was not selected for promotion to lieutenant as indicated in BuPers Circ. Ltr. 56-52 (NDB, 31 Mar 1952)?—R.A., LTJG, USN.

• A specific reason cannot be given for your failure to be selected since selection boards are required to preserve strict confidence in their considered reasons for or against selection. Each member of a board takes an oath to give fair and impartial consideration to every name submitted, and the board is required to recommend those whom it considers best qualified to serve in the higher rank.

Failure of selection does not imply nor should it be taken as an indication that your record is unsatisfactory.—Ed.

### Pay Clerk, Acting

SIR: What is the difference between an acting pay clerk and a pay clerk?—D.L.C., YN3, USN.

• Acting pay clerk is a title given to those receiving a temporary appointment as warrant officer (W-1) in that classification. Personnel receiving a permanent appointment as pay clerk serve with the title of acting pay clerk for a period of one year, subsequent to which they are subject to selection for appointment as pay clerk.—Ed.

### Wave Radiates Energy in Atomic Job

SIR: Speaking of Waves with unusual jobs—as you were in your July issue—I have another one for you.

Alethea K. Seel, YN3, USN, works around atomic energy all day. Her job is that of secretary for Captain Hyman G. Rickover, USN, who, as head of the Nuclear Power Division of the Bureau of Ships, developed—in almost complete secrecy—plans for USS Nautilus (SSN 571), the Navy's first atomic powered submarine.

In her unusual billet Yeoman Seel, in making appointments for the head of the Nuclear Power Division, meets many outstanding scientists and engineers. She arranges for the frequent and far-reaching travel of her skipper, and in addition to acting as a receptionist and doing secretarial work, she has taken study courses to help her do a yeoman job. Her boss jokingly refers to her as "Miss Nuclear Power."

An interesting fact about Miss Seel and the others who work in this highly important field is the five-month course in atomic ABCs that they all take. Actually, the course is voluntary—but everyone attends.

Six subjects are given: Introduction to Atomic and Nuclear Physics, Organization and History, Fundamental Reactor Theory, Reactor Technology, Submarine Design and Operations and Shielding. Each course is taught by an expert from the division.

In addition, field trips are arranged to various Atomic Energy Commission and Navy activities concerned with atomic energy work. Here, division personnel such as Miss Seel have a chance to see the close cooperation that exists between the government and industry in the atomic energy field.—J.W.C., CDR, USN.

• Thanks, Commander, for your interesting footnote to the ALL HANDS article on unusual billets held by Wave personnel (see ALL HANDS, July 1952, p. 20-22).—Ed.

### Identical Twins?

SIR: Can you furnish information comparing USS New Jersey (BB 62) and USS Iowa (BB 61) as to over-all length, beam width, total tonnage and personnel complement?—J.M., RD1, USN and R.R., RD2, USN.

• The sister ships USS Iowa and New Jersey are alike in most respects, having the same displacement of 45,000 tons (standard), and equal beams of 108 feet. The only difference between the two ships is in the actual length. The Bureau of Ships lists them as 887 feet for the USS Iowa and 888 feet for the USS New Jersey. (The difference in over-all lengths can easily occur in ships of this size during construction).—Ed.

### Double-Time Retirement Credits

SIR: I would like some information on the Navy's "two for one" system of double-time credit for duty in the Asiatic stations and other overseas activities.—R.M.D., SN, USNR.

• Your question is one that seems to be of particular interest to ALL HANDS readers. Double-time credits for retirement purposes are allowed for the following:

(1) Active service in the Army, Navy and Marine Corps from 21 April 1898 to 11 April 1899.

(2) Active service in the Army and Marine Corps in Puerto Rico and Hawaii on or before 23 April 1904, and in Cuba, the Philippines, China, Guam, Alaska and Panama on or before 24 Aug 1912, from the date of arrival to the date of departure, inclusive.

This credit applied to Regular Navy EMs transferred to the retired list upon the completion of 30 years' service, the above duty counting "two for one."—Ed.

### Basic Allowance for Quarters

SIR: I am married to an officer of the Nurse Corps and though we serve at separate duty stations, the stations are located near one another. Government quarters are furnished my wife at the WOQ, but the WOQ are off-limits to enlisted men. We maintain a joint residence off the stations. What BAQ allowance am I entitled to?—C.E.W., YN3, USN.

• Only the Basic Allowance for Quarters (BAQ) prescribed for an enlisted man with no dependents.

Since quarters are available to her (even though she may not be occupying them), your wife is not entitled to any allowance for quarters in her own right. And you are not entitled to any increase in BAQ for her since she is not dependent upon you for quarters.—Ed.

### Gunner's Mate Instructors

SIR: What is the current situation as far as gunner's mates and NROTC instructor duty is concerned?—F.J.T., GMC, USN.

• It is anticipated that a large number of GMs now serving in NROTC instructor billets will be relieved during 1953.

When candidates are being considered for assignment to NROTC billets, all applicants in the required rating who desire duty in a specific NROTC program are given consideration. The man who has served longest at sea is given first consideration.

Where more than one choice of NROTC duty has been indicated, the applicant is considered for each locality in the order of his preference.—Ed.



## From CPO to WO Status

SIR: Could you give me the over-all picture on recent warrant officer (W-1) selections? I know that the Bureau uses the semi-annual CPO and PO1 evaluation sheets (NavPers 1339) and individual service records in making the selections, but what I am especially interested in are the dates the selection boards met and what age limits were set.

In my particular case I am 37 years old and voluntarily reverted from CWO status (temporary) to CPO grade a few years ago.—J.L., SKC, USN.

• Since August 1950 more than 2000 temporary appointments have been made to the grade of warrant officer (W-1). These selections have been made in three groups. The first group numbering 300 was made from those who applied for appointment as limited duty officers in the LDO program. Although not selected for LDO appointment, these individuals were recommended for temporary appointment to officer status when needed and were subsequently appointed WOs.

The second group, considered by a board convened in August 1950, was made up of those who once held the grade of temporary WO or CWO in the Regular Navy, had reverted to their permanent enlisted status and had not attained the age of 45 on 1 Jan 1951. Some 450 were appointed to pay grade W-1 from this group.

The third group considered by a board convened in November 1950 consisted of those CPOs and PO1s serving in the Regular Navy with at least six years of naval service and less than 35 years of

## No Authority for Extended Leave

SIR: Is there any provision authorizing an officer, USN, to take an extended leave (say for six months) between normal tours of duty for a personal reason such as travel? This extended leave would be taken without pay, without charge against regular leave and with loss of seniority equaling the time taken.

A second question has to do with the procedure at a formal dinner in a foreign country when a toast is proposed to "the officers of the United States Navy". Of course, an American naval officer present does not drink when he is the recipient of a toast; but does he rise with the others or does he remain seated?—W.D., CDR, USN.

• (1) BuPers Manual makes no provision for a USN officer to take extended leave such as you describe; neither do any other official directives make such a provision.

(2) When toasts are being made to "the officers of the United States Navy," those to whom the toasts are made remain seated.—Ed.

## A Letter FROM the Editor

Before you sit down to write a letter to the Editor of ALL HANDS, be sure to check with the sources available to you near at hand. Chances are that your division officer, division petty officer or the yeoman in the ship's office can give you the answer a lot quicker than we here at ALL HANDS.

This magazine handles dozens of inquiries from Navymen each day. Answering them is a service the magazine is glad to perform—if the questions asked are those to which no answer is readily available. Asking unnecessary questions puts a big workload on the ALL HANDS staff.

Also, many of the questions that pop up in your mind have already occurred to your buddies too. Some of them have probably written the magazine and ALL HANDS has printed a complete answer to their query.

So—before you write a Letter to the Editor, read the recent issues of ALL HANDS, then check to see if the answer is not already available on the spot—from your division head or the personnel office of your ship or station. If they can't help you, try us and we'll do our best to find the correct answer.—Ed.

age on 1 Jan 1951. More than 1400 were appointed to pay grade W-1 from this group.

The last warrant (W-1) selections were conducted during April-July 1952 for USN and USNR PO1s and CPOs having more than 6 years' naval service and who were on active duty and were less than 35 years of age on 1 Jan 1952. Names of this group will not be published. Those recommended by the board were placed on an eligibility list from which temporary appointments to warrant grade (W-1) will be made as warrant vacancies occur during fiscal 1953.—Ed.

## Amphibious Shoulder Patch

SIR: Is the wearing of the amphibious patch on the Navy uniform sleeve still authorized?—L.E.S., FN, USN.

• No. The amphibious patch was one of a group of four special and distinctive upper-sleeve patches authorized during the latter part of World War II for wear by naval personnel who participated in amphibious operations. All of which were abolished in 1946.

Popularly called an "invasion insignia," the 3½-inch-high emblem was composed of an eagle gripping a submachine gun in its talons and poising above an anchor. These figures, all in gold on a scarlet background, signified the close collaboration of air, sea, and ground units in amphibious warfare.—Ed.

## Transfer to Recruiting Duty

SIR: While looking over recent Navy Department Bulletins I discovered that requests are desired by BuPers from EMs who desire recruiting duty. At present I am on duty with the staff of a Stateside service school and have been for the past few months, but now I would like to get a crack at recruiting duty. What are my chances of getting myself transferred to this duty?—H.S.G., Jr., PN2, USN.

• It is not the policy of the Chief of Naval Personnel to transfer personnel to recruiting duty who are serving on other shore duty. Replacements for personnel on recruiting duty are ordered from among those EMs who have completed the necessary sea duty requirement for rotation from sea to shore duty. Since you are now serving on duty classified as shore duty for rotational purposes, you are ineligible for assignment to recruiting duty at this time.—Ed.

## Precedence Among Reserves

SIR: In the case of the following two lieutenants in the Naval Reserve who are serving on active duty which officer would hold precedence? The first officer: date of rank 4-1-46; inactive from 1947 to 1950, then to active duty. The second officer: date of rank 1-1-46; inactive from 1947 to 1951, then to active duty.

When does a Naval Reserve officer begin to receive credit for active duty—on the date the National Emergency was declared or the date of reporting for active duty?—F.P., YN1, USN.

• The second lieutenant is senior because his date of rank is earlier.

A Naval Reserve officer receives full credit for active duty from the date he reports on active duty. For precedence purposes, however, no distinction is now made between active and inactive duty in determining seniority of Reserve officers, either among themselves or in relation to officers of the Regular Navy.—Ed.

## Previous Service Counts

SIR: During World II, I served two years in the rank of ensign and lieutenant, junior grade. In 1946 I reverted to CPO. In 1950 I was advanced to warrant officer (W-1).

Does my previous commissioned service count as time toward advancement to commissioned warrant (W-2)?—L.C.S., BOSN, USN.

• The Secretary of the Navy has approved a change to the Regulations for the Procurement, Promotion and Assignment of Pay Grades of Warrant Officers which allows credit for both warrant and commissioned service under a prior appointment. See ALL HANDS, February 1952, p. 29.—Ed.

## Gold Service Stripes

SIR: For myself and a number of shipmates I would like the answers to the following two questions. "Does the completion of a minority enlistment of less than four years' service entitle a person to a service stripe?" "Is a 4.0 conduct record average for each of the 12 years required for gold service stripes?"—S.D.C., HMC, USN.

• A minority enlistment of less than four years' service does not entitle a person to a service stripe. U.S. Navy Uniform Regulations (1951) states, "Enlisted personnel shall wear one service stripe for each full four years of service (other than on the retired list) in the Navy, Marine Corps, Coast Guard, Army, Air Force, Naval Reserve, or any combinations thereof."

The answer to the second question is, in brief, no. Uniform Regs furnishes the first part of the answer. It states, "Chief petty officers and petty officers who have not less than 12 years' continuous active duty (full-time duty) in the Navy and/or Naval Reserve, during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal, shall wear gold lace service stripes on blue uniforms in lieu of scarlet stripes." (Both of these quotes are from the last part of Article 1202 of Uniform Regulations.)

The second part of the gold-service-stripe answer is provided by the publication Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard (NavPers) 15, 790-Rev.), which gives the story on Good Conduct Medals, on pages 23 to 27.

Conduct requirements of good conduct awards (for active service after 15 Aug 1945) specify an average mark in conduct of not less than 3.8 and no mark in conduct less than 3.0.—Ed.

## New Style Trousers

SIR: Would you help me and other enlisted men out by telling us when it will be compulsory to wear the so-called "new style" trousers? The only thing I have heard is that the old style will be continued on sale until the supply is exhausted. If this is the case, the supply never will become exhausted because none of the sailors I know will buy the old style. What they are afraid of is that if they buy the old style the new style will soon become mandatory and the old style non-regulation.—G.F.W., SK3, USN.

• No date can be determined at this time as to when all EMs will be required to wear only the new style blue trousers with pockets and zipper fly front. Reason for this is that the change-over is, of necessity, gradual in order to prevent loss to each man concerned.

The new style trousers are being issued and are available for sale only as stocks of the same size button style (old style) trousers are exhausted. Both button or zipper fly front style trousers are regulation and will be worn for undress and dress blue concurrently in all naval units.—Ed.

## Appointments of WOs and EMs

SIR: BuPers Circ. Ltr. 190-51 (NDB, 15 Nov 1951) contained a list of Regular Navy warrant and enlisted personnel who had been considered, but not selected, for original temporary appointment to their previously held highest unrestricted temporary USN grade, not above lieutenant. What is the possibility of reappointment?—A.S., Jr., SKC, USN.

• The Bureau has no plans to reconsider for reappointment those whose names were listed as having been considered but not selected.—Ed.

## Ship's Serviceman Course

SIR: As a ship's serviceman (Navy job title—Laundryman) I am interested in attending the Navy's dry cleaning school which is located in New Jersey. Are there any special restrictions on who may attend this school? I would like to learn a little more about the subject.—R.E.F., SH3, USN.

• You are referring to the Ship's Serviceman, Class "A", Dry Cleaning School, Naval Supply Depot, Bayonne, N. J. The course of instruction for dry cleaning techniques and operation of dry cleaning equipment is provided only for men serving in destroyer tender and submarine tender type ships in which dry cleaning plants have been or will be installed. Other personnel normally are not eligible for this course of instruction. Information concerning qualifications for this school is contained in List of Navy Schools and Courses (NavPers 15795).—Ed.

## Second Chance for Appointment

SIR: About a year ago an appointment as warrant officer was offered me. Because of personal reasons I turned it down. Does this disqualify me from future consideration by selection boards for WO appointment?—P.R.B., MMC, USN.

• No, it doesn't disqualify you. In the event a person declines a warrant appointment when tendered him, the appointment is cancelled and the resulting vacancy filled by appointing the next person on the current eligibility list. However, a person who declines a temporary warrant appointment is not disqualified from being considered by future selection boards. If selected by a subsequent board he would again be tendered an appointment when his name was reached on the new eligibility list.—Ed.

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## Why Wasn't I Promoted?

SIR: The listing sent to my ship showing the results of a recent examination for advancement in rating indicated that I had failed and could not be advanced in rate. However, another yeoman-seaman was authorized for advancement—even though his "mark" on the listing was much lower than mine. Can you tell me why he was rated and I was not?—I.M.C., YNSN, USN.

• The mark listed on the *Advancement Authorization Listings* sent to the ships and stations which had candidates competing for advancement in rating is the "Final Multiple." This multiple contains factors of "Time in Service", "Time in Rate", and "Awards", in addition to the score attained on the actual examination. It is not the examination mark alone.

The principal requirement for advancement in rating is to pass the competitive examination. Thus, it is possible for many men to be advanced who have lower "Final Multiples" than personnel who failed the examination. For example, the final multiples of two fictitious candidates for the same rating, in which,

Factors	John Brown		Tom White	
	Multiple	Computation	Multiple	Computation
A. Exam Score	55. (Passing)	55.00	40. (Failed)	40.00
B. Total Naval Service	3 years	3.00	15 years	15.00
C. Service Present Pay grade	1 year	1.00	10 years	5.00 (max)
D. Awards	None	0.00	3 Good Conduct Medals	3.00
			Commendation Ribbon	2.00
Final Multiple		59.00		65.00

## Claim Longest Tour Record in Far East

SIR: USS *Mulberry* (AN 27) stakes a claim for the Far East longest-tour-record during the Korean conflict.

We left the States 22 months ago—July 1950—and have served continuously in the Far East ever since, except for a few months at Pearl Harbor for regular overhaul. After watching ships come and go for the past 22 months, we are still watching them come and go. Except possibly several minesweepers, we don't think there are any U. S. ships that come within six months of matching *Mulberry's* length of duty in the Far East area during the present emergency. Eight POs, USN.

• This is the longest period of continuous sea duty in the Far East that we have heard of in the present fighting. Navy Department records show that *Mulberry* arrived at Sasebo, Japan, 29 Nov 1950, and she has since been on continuous duty in the Far East. Of course, some U. S. Navy ships and craft have been operating in Far East areas since World War II, but with ro-

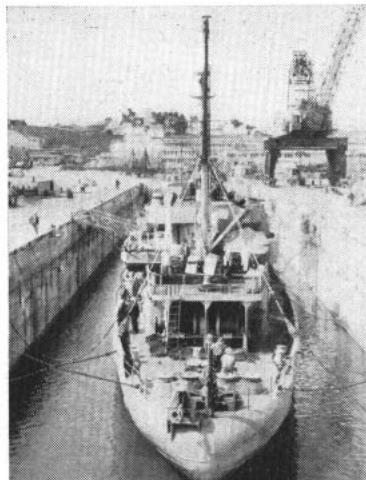
News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• **40th Naval Construction Battalion:** The 8th annual reunion of the 40th Seabees will be held at the Hotel Whitcomb in San Francisco, Calif., on 3 and 4 Oct 1952. Interested persons may contact Lyle A. Bramson, 125 Hyde St., San Francisco 2, Calif.

• **uss *Jacob Jones* (DE 130):** It is proposed to have a reunion of the men who served on board the *uss Jacob Jones* (DE 130) during World War II at a time and place to be

the exam score of 50 has been determined as passing, might work out as illustrated in the table below.

Even though Tom White has a final multiple of 65.00 against John Brown's 59.00, White failed the professional examination and is not qualified for advancement.—Ed.



USS *MULBERRY* (AN 27) is shown in San Francisco before trip to Far East.

tating personnel. For instance a number of decommissioned PFs, held in Japan in reserve, were recommissioned in July 1950, and they are still active in the Far East.—Ed.

## Ship Reunions

designated by mutual consent. Those interested please contact C. A. Boone, Hotel John Marshall, Richmond, Va.

• **North Sea Mine Force Association:** The 11th annual reunion of this Association will be held on 17 and 18 Oct 1952. Interested persons should contact William C. Meister, P.O. Box 66, Sunnyside Station, Long Island City 4, N.Y.

• **uss *Dunlap* (DD 384):**—Former ship's company members interested in planning a reunion are invited to write to James W. Bone, Box 144, Richmond, Ind. (Erroneously listed last month as Richmond, Va.)

## Shore Duty Eligibility

SIR: I have been on continuous sea duty for nine years, and on the Shore Duty Eligibility List for the past two years. What is the prospect of my being rotated?—J.M.E., GM1, USN.

• At the time you requested shore duty there were about 50 men in your rating ahead of you on the list who had even more sea duty.

Men are serving at sea, and men are required to serve ashore—the job must be done in both places. Because there are obviously more billets at sea than ashore, some fair method had to be devised to fill the shore billets. This is explained in detail in BUPERS Circ. Ltr. 36-50 (NDB, January-June 1950).

Theoretically, a man spends seven years at sea for two years ashore. This is the ratio of total sea billets to total BuPers shore billets. However, in practice this ratio of billets at sea to billets ashore varies for every rating group.

In the case of GMs, there are approximately 5.6 billets at sea for each one ashore. Or, to express it another way, GMs could spend as much as 11.2 years at sea for two ashore. This will vary in each individual's case because of his choice of duty; that is, he may want a locality no one else wants, or vice versa. Selection for shore duty also is affected by the vacancies in the district in which duty has been requested.—Ed.

## Warrant Appointments for USNR?

SIR: I am a member of the Naval Reserve (though not on active duty). Is there a program through which POs in my category can be appointed to warrant officer, USNR? Any information on this subject would be greatly appreciated by myself and other POs of our Organized Naval Reserve division.—A.A.D., DKC, USNR.

• There is no program open at this time for original appointment to warrant grade in the Naval Reserve from either civilian sources or from Reservists not serving on active duty.—Ed.

# U. S. Navymen Work on NATO Team

**D**OES the headline on this page mean anything to you?

It should. You may not be an active participant in the North Atlantic Treaty Organization right now, but the U.S. Navy plays an important role in NATO and many Navy ships are now serving on the NATO team.

Navymen serving with the Sixth Fleet, for example, are already old NATO hands. The Sixth Fleet (which is assigned to NATO from the U. S. Operating Forces for NATO maneuvers) has held a number of joint maneuvers with ships of French, Italian and British navies in the Mediterranean. The largest of these was Exercise Grand Slam, held this year, which consisted of nine days of simulated sea warfare that tested the fighting ability of the NATO units.

This month, U. S. sailors of many ships of the U. S. Atlantic Fleet will undergo their first experience as NATO-men during Exercise Main Brace, a 13-day air-sea operation to be held off the northern coast of Europe. More than 150 warships and hundreds of aircraft from Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and U. S. will take part in this combined carrier, anti-submarine and convoy operation.

Other U. S. Navymen who have a speaking acquaintance with NATO are those on duty with staffs at NATO headquarters at Paris, France, Naples, Italy, Washington, D. C. and Norfolk, Va.

But what is NATO anyway? How many nations belong to it? What part does the U. S. and the U. S. Navy play in it? How is it organized? Is it merely a force on paper or does it really work?

This section will try to answer these questions — and perhaps a few more.

Briefly, NATO is a group of friendly nations who have banded together to protect one another. Should any other nation or group of nations attack any member of NATO, all NATO nations would consider the attack as an attack upon themselves. Such an organization is consistent with the Charter of the United Nations

which says that nations can provide for their collective self-defense.

The North Atlantic pact was signed in 1949. In order to build up a working defense alignment against the war potential of any aggressor country, a group of nations in the North Atlantic area banded together to form NATO. The original members of NATO were Belgium, Denmark, France, Italy, Luxembourg, the Netherlands, Norway, Portugal and the United Kingdom (England, Wales, Scotland and Northern Ireland) in Western Europe — and Canada, Iceland and the U. S. in North America. This year, two other nations, Greece and Turkey, joined.

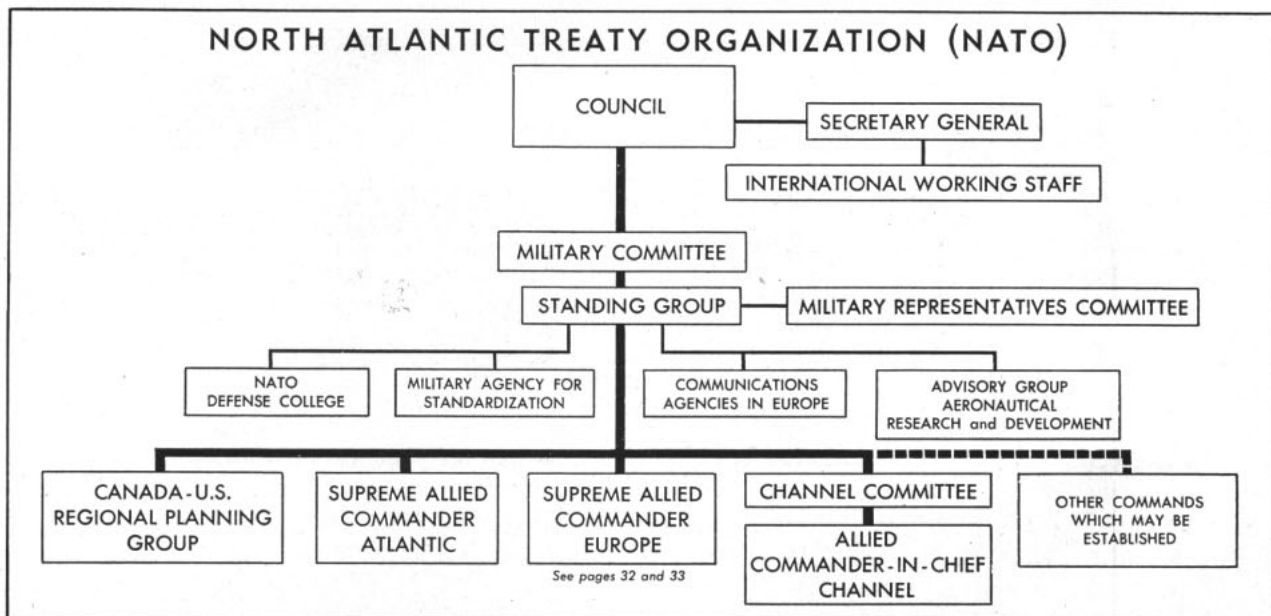
The purpose of NATO, is to provide a shield against any possible aggression. The 14 NATO nations, by putting their forces together, have already created a mutual force stronger than any force one country alone could muster. In fact, the NATO land forces which now stand ready to fight in Europe already exceed the mobilized land strength of the U. S.

What's more, NATO forces are *forces in being*, not just forces on paper. Although the individual units — ships, planes and army units — are made up of men of one nationality, the staffs that plan NATO strategy are truly international, as a glance at the pictorial display on the accompanying pages will show.

But the North Atlantic Treaty Organization is more than a military organization. It also has its administrative and economic sides. It is the job of the leaders of NATO to study the best ways to build up the necessary forces. It is the job of the economic experts to gear the industry and trade of the member nations to this build-up of military forces.

A brief explanation of the major administrative, economic and military units of NATO appears on the chart below.

• **Council** — The day-to-day decisions that must be made to keep an organization like NATO going are made (Continued on page 34)



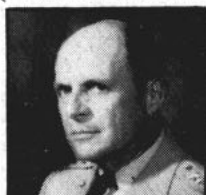


# ALLIED COMMAND, EUROPE Part of NATO (N)

including CHANNEL COMMAND

## SUPREME HEADQUARTERS ALLIED POWERS EUROPE (SHAPE)

★ *Marlais, France*



Supreme  
Allied  
Commander  
Europe

*General Ridgway*  
United States



Air  
Deputy

*Air Chief Marshal Saunders*  
United Kingdom



Deputy  
Supreme  
Allied  
Commander,  
Europe

*Field Marshal The Viscount Montgomery*  
United Kingdom



Naval  
Deputy

*Vice Admiral Lemonnier*  
France

ALLIED COMM

## SUB-AREA COMMANDS CENTRAL EUROPE

★ *Paris*



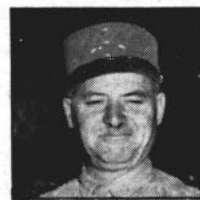
Flag  
Officer  
Central  
Europe

*Vice Admiral Jaujard*  
France



Commander-  
in-Chief  
Allied  
Air Forces  
Central  
Europe

*Lieutenant General Norstad*  
United States



Commander-  
in-Chief  
Allied  
Land Forces  
Central  
Europe

*General of the Army Juin*  
France

## SOUTHERN EUROPE

★ *Naples*



Commander-  
in-Chief  
Allied  
Forces  
Southern  
Europe

*Admiral Carney*  
United States

## NORTHERN EUROPE

★ *Oslo*



Commander-  
in-Chief  
Allied  
Forces  
Northern  
Europe

*Admiral Brind*  
United Kingdom

NATO Nations  
Other NATO na  
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ICELAND  
CANADA  
UNITED ST

Commander Allied Land Forces—Southern Europe  
Commander Allied Land Forces—Southeast Europe  
Commander Allied Air Forces—Southern Europe  
Commander Allied Naval Forces—Southern Europe

Commander Allied Land Forces—Norway  
Commander Allied Land Forces—Denmark  
Commander Allied Air Force—Northern Europe  
Commander Allied Naval Forces—Northern Europe

# North Atlantic Treaty Organization)

Strong forces are being organized on the other side of the Atlantic. SACEUR, Supreme Allied Commander, Europe, has under his command potent land, sea and air forces. CincChannel, Allied Commander-in-Chief, Channel is responsible for the defense of the English-French Channel. See text.

## ANDER-IN-CHIEF CHANNEL COMMAND

★ Portsmouth



Admiral Edelsten  
United Kingdom

Allied  
Commander-  
in-Chief  
Channel





# Navy on NATO Team

(Continued from page 31)

by the Council. The Council functions on a high level, something like, say, the President's cabinet in the U. S.

Each nation of NATO has one representative on the Council. The U. S. representative is Ambassador William H. Draper, Jr., whose title is Special Representative to the North Atlantic Treaty Organization. The council meets continuously.

The Council plans the development of NATO in broad fashion. For example, at the last meeting of the NATO Council at Lisbon, Portugal, the Council decided what quotas of funds each NATO nation should put up during 1952. These quotas, it further decided, should be based on the ability of each nation to produce. As a result, the quotas ranged from a small percentage for a nation like Luxembourg to 42 per cent for a large nation such as the U. S.

- **Secretary General** — This administrator serves as vice chairman of the Council as well as the head of a board of experts called the International Working Staff. The present Secretary General is the retired high-ranking British army officer, General Lord Ismay.

- **International Working Staff** — This is just what the name implies, with the emphasis on "working." The men on this staff are experts in economics, industrial production and transportation. They do much of the "spade-work" required by the Council. For example, on the problem of assigning quotas to the various NATO nations, members of the working staff had the job of assessing each nation's productive capacity, recommending what help should be given each nation to increase its productive capacity, bringing to the attention of the Council the things each nation could best produce and determining each nation's financial ability to contribute.

The Council, Secretary General and International Working Staff form the administrative — economic side of NATO. Now for the military side —

- **Military Committee** — This group is comparable to the Joint Chiefs of Staff in our Defense Department. Each member of NATO has one member on the Military Committee. Usually he is one of the top military men of his country. The U. S. member today is our chairman of the Joint Chiefs of Staff, General of the Army Omar Bradley, USA.

The Military Committee meets only occasionally, as the situation demands. Its chief job is to map broad strategy for the unified defense of the North Atlantic area and to make recommendations concerning defense to the Council. The committee also considers ways to improve the integration and coordination of the forces provided by the various nations for the common defense.

- **Standing Group** — "Standing" here means that this group meets continuously, not just once in a while like the Military Committee.

For the sake of efficiency, the Standing Group is made up of representatives from NATO's three key nations — France, the United Kingdom and the U. S. The U. S. representative on the Standing Group at present is Vice Admiral Arthur C. Davis, USN.

- **Military Representatives Committee** — This committee is composed of the three members of the Standing Group and one member each from the other 11 countries. Members of the committee are called upon to advise the Standing Group on military questions relating to their

nations. For example, if the Standing Group is considering plans for the defense of the English-French Channel, the representatives from Belgium and the Netherlands whose nations border the channel, in addition to those of Britain and France who are present on the Standing Group, would probably sit in on the discussions.

- **Regional Planning Groups** — At present, there is but one such group — the Canada-U. S. group which is busy laying plans for the mutual defense of these two countries. Other regional planning groups have existed but have now been absorbed into the operating organization of *Allied Command, Europe*; *Allied Command, Atlantic*; and the *Channel Command*.

*Allied Command, Europe*, was the first of these regional-planning "blueprints" to develop into an actual force in being. The Supreme Allied Commander, Europe (short title: SACEUR; pronounced sack-your) is General Matthew B. Ridgway of the United States. Former General of the Army Dwight D. Eisenhower of the U. S. held the post before General Ridgway. A pictorial presentation of the scope and organization of the Allied Command, Europe, is shown on the accompanying pages.

*Allied Command, Atlantic*, developed into a tangible force only this year. Supreme Allied Commander, Atlantic, (short title: SACLANT) is Admiral Lynde D. McCormick, USN of the U. S. A full explanation of the scope and organization of Allied Command, Atlantic, will be carried in a future issue of ALL HANDS.

The *Channel Command* is the third existing NATO area command. The responsibility of the Allied Commander in Chief, Channel (short title: CinCCchannel) is the defense of the English-French Channel. CinC-Channel is at present Admiral Sir John Edleston of the United Kingdom.

The farthest advanced in state of preparedness of these commands is the first one — Allied Command, Europe. In the two years since the organization of the European command, the NATO forces there have increased greatly in size and efficiency. Here are a few of the points made by General Eisenhower, the first SACEUR, in a recent annual report on his forces to the Council:

"Our active forces have increased to a point where they could give a vigorous account of themselves, should an attack be launched against us (in Western Europe). In terms of Army divisions, whether in service or quickly mobilizable, our forces in Western Europe have nearly doubled in numbers.

"The combat readiness of our troops has improved markedly. Readjustments in their development have enhanced their potential effectiveness against the threat from the East. Behind them is a steadily expanding supply system and a command organization to plan and direct their coordinated efforts.

"Our member countries have pledged to produce this year (1952-53) 50 divisions for European defense, exclusive of those to be provided by the two new NATO nations, Greece and Turkey. Roughly one-half will be standing forces; the remainder are planned as reserve divisions available for employment at periods varying from three to 30 days. (Fewer than 15 divisions had been battle-ready in 1951).

"Along with the divisions furnished, each nation (will) produce a variety of combat and service support elements such as engineers, heavy artillery, communications, transport and maintenance units, to maintain these

divisions in the field. When combined with other needs, such as anti-aircraft defenses, these requirements raise manpower and equipment totals to twice or three times those represented within the combat divisions.

"During the last year some 30 airfields have been put into use. These were largely an inheritance from previous European construction programs and involved improvements on fields already in existence.

"As presently scheduled, NATO's European air arm will include by the end of 1952 some 4000 operational aircraft, a significant proportion of which will be modern jet fighters. (In comparison, only 1000 planes were available in 1951, and many of those were obsolete).

"The naval equation in Western European waters is still weighted strongly in our favor. Deficiencies exist in mine sweepers, anti-submarine craft and harbor defense installations, but efforts are being made to fill these needs. The main advance on the naval side has been . . . the excellent coordination and common procedures evolved by Allied navies in European waters.

"During the last 18 months, every Western European nation in NATO has increased the length of its conscription period. Defense budgets have also been raised. Military expenditures now average more than twice pre-Korean level."

The main contribution made by the U. S. Navy toward what General Eisenhower here calls the "favorable naval equation" in the Allied Command, Europe, is the fast, flexible Sixth Fleet. Units of the combat-ready Sixth Fleet are assigned by the U. S. to the Commander in Chief, Allied Forces, Southern Europe (short titled: CinCSouth) (Admiral Robert B. Carney USN) whenever CinCSouth calls for U. S. naval units for a planned NATO sea maneuver.

Additional information on CinCSouth will be included in a future issue.

The object of such maneuvers is to gain cooperation between units of different nationalities on the working level. Through them, procedures can be integrated, nomenclature standardized and action coordinated.

The biggest NATO naval exercise to date has been Exercise Grand Slam, a sea-air maneuver in the Mediterranean in 1951 which brought into action more than 200 warships of the U. S., Britain, France and Italy. It was the largest armada to be assembled in that area since the end of World War II.

Here are some of the details on Grand Slam, an exercise which will probably prove typical of future NATO naval exercises.

As the ships took to sea from their various home ports, shore commands from the British Isles through Southern France to Italy and Gibraltar, Malta and North Africa sprang to life to relay a continuous stream of orders from the fleet commanders to the ships. Airfields ashore quickly became highly active as "attacking" and "defending" aircraft took off and returned to base.

Anti-submarine readiness of the NATO Mediterranean forces was tested by sending three convoys, each accompanied by ASW forces and covered from the air by British, French or U. S. planes, to different destinations in the Med area. All three convoys "got through" it was reported, but some suffered considerable losses in "sinkings" or "damaged ships" from attacking submarines or aircraft.

One convoy, leaving Malta bound for the Straits of

## MDAP Helps Friends of U. S.

To help our NATO allies—as well as other friendly nations—strengthen mutual security of the free world, Congress has authorized a Mutual Security Program of military, economic and technical assistance.

The military part of this assistance comes under the Military Defense Assistance Program (MDAP). In the past two years, MDAP has supplied these nations with much military equipment.

The U. S. has shipped to its allies under MDAP (to NATO nations and to other countries such as the National Government of China and Indochina) more than 3,000,000 tons of equipment. This total includes more than 12,000 tanks and combat vehicles, almost 60,000 transport vehicles, 377 naval vessels, 1,700 planes, 13,000 artillery pieces, one million small arms and machine guns and more than 400 billion rounds of ammunition.

In addition, through MDAP, individual foreign students have completed more than 20,000 courses of study provided at training centers both in Europe and in the U. S. (See article entitled "Ships and Planes Aid Our Fighting Allies," ALL HANDS, p. 2, April 1952).

Sicily, underwent simulated air assaults on an average of once every two hours, and submarine attacks once every five hours during its six days at sea. In addition to U. S., British and French submarines, the "attackers" included carrier-based planes from USS *Midway* (CVB 41) and a French task force plus land-based planes of all four participating nations.

Submarines had considerable success in getting to both the convoys and the combat task forces. In the most daring exploit of the maneuvers, the French submarine *Millie* succeeded in penetrating the destroyer screen of the French-American carrier task force. The sub scored a "hit" on a target — and made its escape. However, reports showed that the submarine had been "crippled" several days later.

In addition to a heavy schedule of convoy operations and anti-submarine operations, the combined NATO fleet also participated in a shore bombardment problem. A force of eight U. S., British, French and Italian cruisers and 10 destroyers threw shells at a target on the coast of Sardinia.

Although the ships were under almost constant "attack" from "enemy" submarines and land-based planes, the operation came off with clocklike precision and reports called the results "excellent".

Air cover for the bombardment was provided by a carrier task force composed of the USS *Tarawa* (CV 40) and USS *Midway*, the British carrier *Theseus* and the French carrier *Lafayette*.

The Commander in Chief, Allied Forces, Southern Europe (CinCSouth), said that Exercise Grand Slam showed that his combined naval forces could successfully wage war despite difficulties in language and operating procedures.

"We have demonstrated," the admiral said, "that the senior commanders of all four powers can successfully take charge of a mixed task force and handle it effectively as a working unit."



# TODAY'S NAVY

## Giant Reefer Joins Fleet

Another "reefer" joined the fleet when *uss Aludra* (AF 55) was commissioned at the Philadelphia Naval Base, Pa. It is one of the largest of the Navy's refrigerated stores ships.

Transferred from the Maritime Administration to the Navy, the former *SS Matchless* was selected for adaptation to Navy purposes and sent to an east coast shipbuilding company for remodeling. A completely new refrigeration plant was installed, holds were rearranged and new insulation was put in the cargo spaces. Additional living space was provided for officers and crew.

Measuring 460 feet in length with a displacement of 14,150 tons, *Aludra* will provide 227,470 cubic feet of refrigerated space for all types of Navy chilled and frozen provisions. The ship will be used for transferring stores to other ships and advanced bases.

Keeping our fighting ships and supply points in the forward areas well stocked takes a lot of doing. The types of Navy ships that do most of the doing are these stores or refrigerator ships, or "reefers" as they are called.

Reefer ships themselves have long

been familiar to the Navy. They really came into prominence, however, during World War II along with the development of the "quick freezing" process of preserving foods. Today, reefers like *Aludra* are transporting tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour to our forces overseas.

## Home-Made Rocket Launcher

Private Charles D. Lindsey with the First Marine Division in Korea has come up with a "new weapon" and is waging his own personal war on the Reds.

Lindsey's idea came to him when he found a number of 2.36 rockets in an abandoned bunker on the front lines. He decided to try making a home made launching platform. He drove some grooved, steel stakes, used to hold barbed wire, into the ground at an angle pointed at the enemy. After placing a rocket in position he touched the propulsion end with a wire leading from a dry-cell battery.

The results were gratifying and probably just as much of a surprise to the Communists as to Lindsey. Although a few of the rockets went out end over end, most of them fell into the Red positions.

## Training In Formosa Waters

In a training exercise demonstrating U. S. naval strength in the Far East, a fast carrier task force threw an umbrella of air power over the island of Formosa and over the strait that separates that island from the Chinese mainland.

On the first day of the two-day display, 100 Navy fighters and bombers paraded over the Nationalist-held island of Formosa.

Wave after wave of American planes came in low over the major cities of the island, including Taipei, the seat of the Nationalist government of Chiang Kai-shek. Citizens stood in the streets and business came to a temporary halt as the aircraft passed in review.

On the second day, advancing through a lowering overcast, the task force launched its planes through a hole in the weather into the Straits of Formosa.

The designation and composition of the task force, which only a few days before had been a thousand miles or more away, was not announced.

Rear Admiral Apollo Soucek, usn, task force commander, had this to say about the Far East maneuver: "It was conducted to let our friends know we are always with them and to tell others that we join with our friends in opposing any and all mutual enemies."

## Seabees Enjoy Red Help

A Seabee detachment serving with the First Marine Aircraft Wing in Korea is indebted to the enemy for a day's work. Chances are, however, the Seabees won't be billed for the job.

A construction group, had been assigned the job of building a series of new bridges leading to outlying units of the First Wing. As the group was traveling to a job site it surprised a group of Communist guerrillas tearing down a rickety bridge along the route. Just as the Seabees hove into view, the bridge fell and the Koreans quickly disappeared into the hills.

No complaints from the Seabees, though. The bridge was scheduled to be torn down anyway so a new and better bridge could be built.



NAVY PHOTOGRAPHER is 'caught' by underwater cameraman as he obtains light intensity reading with a water and pressure-proofed exposure meter.

## 40-Ship Construction Program

The Navy's 1953 shipbuilding program will include the beginning of construction on the second aircraft carrier of the *uss Forrestal* (CVB 59) class as well as the start of another nuclear-powered submarine.

Other types of ships whose keels will be laid or on which work will continue include three destroyers (DDs), two ocean escorts (DEs), one attack submarine (SS), 10 minesweepers (AMs), 20 auxiliary motor minesweepers (AMSs), two store ships (AFs) and 350 landing craft of the LCV(P) type.

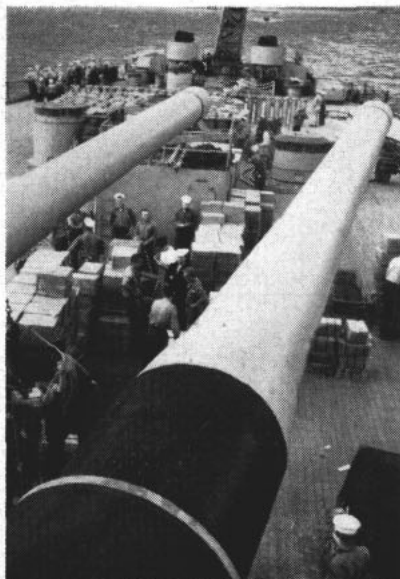
Two major conversions are also planned in 1953, both to *Essex*-class carriers. *uss Shangri-La* (CV 38) and *uss Bon Homme Richard* (CV 31) will have their flight decks strengthened, aviation gasoline capacities increased and other important features incorporated. Work on the *Shangri-La* will be done at Puget Sound Naval Shipyard (Wash.), work on *Bon Homme Richard* at San Francisco Naval Shipyard (Calif.).

The new carrier, CVB 60, as yet unnamed, will be constructed at the New York Naval Shipyard. She will be similar to *Forrestal*—flush deck, retractable bridge structure and other hull features. However, CVB 60 will differ somewhat in main propulsion machinery, incorporating certain design improvements which are expected to produce higher speeds in the new ship.

Total cost of CVB 60 is estimated at \$209,700,000. This is \$8,300,000 less than the total estimated cost of *Forrestal*. Most of the design work and experience that has gone into *Forrestal* can be used on the new carrier. The new carrier is expected to be completed in three and one-half years.

The New York Naval Shipyard was selected to build it because the yard possesses nearly all the facilities necessary to begin work immediately. For instance, New York has a shipbuilding dock available, which means more rapid and less expensive construction.

The nuclear-powered submarine, (SSN 575) as yet unnamed, will be built at a private shipyard at Groton, Conn. Its general design will be similar to that of *Nautilus* (SSN 571) but its power plant will be different in that it will use an intermediate neutron energy reactor instead of the low-speed (or "thermal") energy re-



CREWMEN on board USS Iowa (BB 61) take on supplies at Sasebo, before returning to Korean waters.

actor being used in *Nautilus*.

Like *Nautilus*, it will be primarily an experimental ship. For this reason the Number One consideration in the construction of both subs is to obtain a comprehensive evaluation of nuclear propulsion for ships. Operating characteristics of both subs are expected to be an improvement over other type boats, both in surface and submerged speeds and in cruising range. Estimated cost of the second nuclear-powered sub is \$32,700,000—a figure which does not include costs to the Atomic Energy Commission for the nuclear portion of the power plant.

The three destroyers scheduled for construction are all prototype vessels built for evaluation purposes. Each will displace about 2800 tons standard.

With the exception of the new CVB and the conversion of the two carriers, all work in the 1953 program will be done at private shipyards. Navy planners point out that

only one private shipyard in the country would be able to handle the conversions of the CVs, but this yard already has a substantial amount of Navy work, including construction on *Forrestal*.

Work on *Bon Homme Richard* will be the first such conversion for the San Francisco yard. The Puget Sound yard, on the other hand, has a continuing conversion program of *Essex*-class carriers. A second yard is being brought in to help maintain a satisfactory mobilization potential on the West Coast.

The 39 ships and 350 LCV(P)s which will be built at private shipyards will be built under contract awards negotiated on a competitive basis. Private yards have been chosen principally because of the necessity of maintaining a healthy private shipbuilding industry.

Distribution of the Navy's shipbuilding and conversion work among such shipyards located throughout the country is done to maintain a broad mobilization base and to encourage dispersal of operating shipbuilding facilities, OpNav explains.

## Carbon-Copy Careers

Two brothers, Rudolph and Edward Ohnorsorgen, both AL2, USN, have served together continuously since they enlisted in the Navy at Tuscon, Ariz., in Sept. 1948.

Since that time, in addition to sharing identical duty stations throughout their Navy careers, the Ohnorsorgen brothers have achieved the same awards. They have received the Distinguished Flying Cross, the Air Medal and two gold stars in lieu of second and third awards, the Korean Ribbon with three stars and the Good Conduct Medal. Even their middle names are the same.

The brothers are currently serving as flight radiomen for Air Transport Squadron Three (VR-3) at NAS Moffett Field, Calif.

## YESTERDAY'S NAVY



The Navy's first ironclad, *St. Louis*, was launched on 12 Oct 1861. In Oct 1951, the Navy announced that its new, aircraft carrier, *USS Forrestal* (CVB 59), would be built with a retractable island installed on a huge elevator.

## OCTOBER 1952

SUN	MON	TUE	WED	THU	FRI	SAT
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26	27	28	29	30	31	





'MISS SPOKANE,' Marcia Gusman, welcomes officers of Marine Fighter Squadron 216 on establishment of new Spokane Marine Air Reserve Unit.

### Survival Tests in Cold Country

In the forests behind the Navy's base at Kodiak, Alaska, you'll see every now and then groups of sailors roughing it overnight in high style. Some will be huddled around a campfire. Others will be tossing fitfully on the damp cold ground under a hastily-built lean-to.

These men aren't candidates for the local "Polar Bear" club. They are participating in the overnight "survival course" required of all area military personnel by the Alaska Sea Frontier command. This realistic training serves to prepare personnel for the possibility of a real emergency such as a crash landing.

Members of Patrol Squadron 931 engaged in such an operation late this spring when the thermometer was down around zero. Squadron members were taken to the camp site area in groups of 50 and then subdivided into groups of five. A variety of survival equipment was handed out: hatchets, shovels, rifles, pistols and "five-in-one" rations. Wrapped in as many clothes as they could wear and still walk, the men prepared for the night's test.

They built lean-to shelters. They gathered wood for the fires, going by the rule. "Gather twice as much as you can use". Only after each tiny camp was in order were they allowed to open their rations.

Only the most rugged Navymen

managed to get a good night's sleep. Without sleeping bags, they found the cold ground far from appealing.

Dawn came slowly and found many a weary sailor ready to head for the spot where a bus would pick him up for the return trip to the base with its warm food and snug bunks. A check later showed that each man had come through the test in good shape. In a future emergency in the frozen country, each will now be better prepared to meet it.



FOREIGN LEGIONNAIRES learn the mysteries of gun mounts on board USS Stribling (DD 867) in Algeria.

### Color Visibility at Sea

Bright scarlet may take the place of "life-raft yellow" as the best color for life-saving equipment. The Navy has found that this shade of red stands out as the most conspicuous color against the sea.

The Naval Medical Research Laboratory at the U. S. Naval Submarine Base, New London, Conn., has made a study of the visibility of color at sea under various conditions. Results of this scientific survey show that a light, bright scarlet can be spotted by a searching party at greater distances than the yellow now in wide use for the rafts, lifeboats and life-jackets used in air and sea rescues.

The time element in rescue at sea is important and it is not unusual for a searching party to spot a downed aviator or shipwreck victim, only to lose him again in the confusion of white caps, rough water, and reflections of the sun.

To remedy this shortcoming tests were made at the laboratory with quarter-inch discs of colors in a graduated series of yellow, yellow-reds and red purples. The colored discs were fixed on panels painted in blue-grays to look like the ocean under various conditions. At 60 feet, one of the discs presented a visual target equivalent to a 12-foot lifeboat seen from five miles away.

Observers scanned the panels at distances from 35 to 190 feet and found that the yellow discs become invisible at relatively short distances, while the red discs stood out all the way back.

The scientific explanation for this is that under certain conditions all people, even those with the best color vision, are color blind to yellow-on-blue. When looking at such a small area as one of the discs, the eye focuses the image on a tiny area in the back of the retina called the "fovea". At great distances, the fovea cannot distinguish yellow from blue, both colors appearing to it as gray. A yellow lifeboat several miles away, therefore, would appear to an observer as gray, and would be lost to view among the dominant gray tones of the distant sea.

To prove their point the scientists took their experiment to sea. Targets of the same color series as those used in the laboratory tests were towed by a torpedo retriever boat. Observers viewed the targets from various angles and distances from ships and

aircraft and reported that a light, bright scarlet could be seen at a greater distance than yellow.

The reason for the original choice of the bright yellow for life-saving equipment, was based on close range observations. Bright yellow is the most conspicuous and has the most attention-getting value at near distances. However, even at fairly close range, yellow rafts were found to blend with the bright reflections of the sun on the water, while the red rafts could be seen at all times.

### Training Program for ROCs

Approximately 2600 men and women underwent training this summer in the Reserve Officer Candidate (ROC) program. Some 425 received commissions as Ensign, USNR, having already received their college diploma. Other successful candidates will receive their commissions upon graduation from college.

Included among the students was Peter O. Forrestal, son of the late Secretary of Defense.

Men candidates—2420 in number—received training at the Long Beach, Calif., Naval Station. The women candidates, 175 of them, took their training at the Bainbridge, Md.,

The ROC program is designed to augment other types of USNR officer procurement. The newest program of its type, the ROC program came into being in 1949. Candidates are college students with enlisted status in the Naval Reserve. They attend two summer sessions, each of six weeks, duration.

As a rule, the first period is attended during the first summer following selection and the second period between the junior and senior years or immediately following graduation. It was the men in this post-graduation group that accounted for the 425 who received commissions this summer.

ROC training covers such subjects as navigation, gunnery, communications, naval orientation, administration and leadership—with appropriate modifications for women students. For instance, in the training of ROC (W)s, naval administration and communications are emphasized.

Men candidates agree to serve not less than two years on active duty, if called by the Secretary of the Navy,



**PROSPECTIVE** ensign, Peter O. Forrestal, son of late Defense Secretary, turns in papers for ROC program.

and to remain a member of a Regular or a Reserve component of the Naval service until the eighth anniversary of their appointment.

Women candidates agree to continue their membership in the Naval Reserve until commissioned. At present they are being ordered to active duty upon acceptance of a commission. (Further information on the ROC program is contained in *ALL HANDS*, February 1952, p. 11.)

### Communications Aid in Quake

West Coast Navymen were on the job at the scene of the recent Tehachapi (Calif.) earthquake. In this quake—California's worst since the San Francisco quake of 1906—a 100,000-square mile area was shaken, 11 lives were lost and many persons injured.

The Navy's chief role in the emergency rescue work was one of communications. Local power had failed and the town's telephone lines were down. The Navy provided mobile communications trucks which were equipped to transmit radio messages from the stricken town. One of the trucks made a 160-mile journey inland from the Long Beach naval station. Another hurried up from a Naval Reserve training center at San Bernadino.

Navy technicians set to work with their radio transmitters and receivers, expediting rescue work. They handled urgent messages only—hurry calls received from doctors, nurses, Red Cross workers and government officials.

Meanwhile, other sailors from the Navy's Ordnance Test Station at Inyokern, Calif., also turned out to help Tehachapi dig itself out. The sailors cleared debris from fallen buildings and helped in the search for quake victims.

### Landing Craft Repair Ship Has 5 Sets of Brothers

Talk about sets of brothers in the Navy, *uss Askari* (ARL 30), a former LST now converted to a repair ship for landing craft, has five of them.

Or at least she did until recently when one of the brothers, Alvin German, DC2, USN, left to return to civilian life.

As seen in the photo at right, they are (from top to bottom): Connie Poffenbarger, SH2, USN, and his brother George, SN, USN; William Anderson, FN, USN, and his brother Roy, FN, USN; Alvin German, DC2, USN, and his brother Morris, FN, USN; Leo Normington, FN, USN, and his brother James, SK3, USN; and Daniel Bradley, MR3, USN, and his brother Wayne, SN, USN.

Their ship, *Askari*, recently returned from the Korean warfront where she supported the fighting forces during the invasions at In-

chon, Wonsan and Hungnam, and repaired several hundred Navy small craft.



**LINING UP** for their snapshot, the ARL's five brother combinations make an impressive array of kinfolk.



## Pulse-Jet Engine

A pulse-jet engine with an operating life of 200 hours, which works at a 165 cycle-per-second frequency, has been developed in the thermodynamics branch of the Naval Research Laboratory.

Development of this engine goes back to 1945 when NRL engineers began investigation of the German V-1 guided missile (the "flying stovepipe"), which was driven by an early type pulse-jet engine. The German engine, however, had only a 40-minute operating life.

The new engine is expected to find military use in subsonic (less-than-sound speed) expendable applications. One of these would be in the guided missile field. Another would be in its use for helicopter propulsion—lightweight jets being mounted on rotor tips.

Its operating life of 200 hours compares favorably with the normal flight time (between overhauls) of conventional reciprocating aircraft engines now used in 'copters. This, plus the fact that its static thrust is several times as great as its own weight, (and it requires no lubrication or cooling system) points to a bright future in 'copter propulsion.

Basically a pulse jet engine consists of a cylindrical sheet-metal combustion chamber and tailpipe connected by a conical section. At the forward end, a series of vanes or valves control the admission of air to the combustion chamber. Air and fuel are



**HOLLYWOOD STARLET** Lori Nelson joins sailors in mess line before appearing in show at Kodiak.

admitted together to the combustion chamber.

When this mixture is ignited, a rapid increase of pressure occurs in the chamber, closing the valves and forcing the hot gases out through the tailpipe to produce a high-velocity jet. During this expansion process, the pressure in the combustion chamber drops below the outside pressure and the valves re-open, admitting a fresh charge. This operation is self sustaining, ignition occurring automatically.

## DDE Saves Boys Lost at Sea

Five Korean boys were rescued far out at sea from the east coast of Korea by *uss Taylor* (DDE 468) after ten days of battling stormy waters, hunger and thirst in a small fishing boat.

Patrolling 150 miles off the Korean coast, *Taylor* spotted the little single-sail fishing boat bobbing aimlessly on the waves. Closer inspection revealed a group of Korean lads crowded together with heads raised and hands clasped as they offered prayers. The destroyer took them aboard and after quick treatment, rest and a hot meal, they were ready to tell of their ordeal.

At Pohang the would-be sailors had rigged a small sail on a boat and headed out to sea to fish. On their fourth day they encountered a storm and became hopelessly lost. Wind and current continued to carry them farther out to sea and their food supplies were soon exhausted. They told of eating raw fish and drinking rain water, but with clearing skies and torturing heat, temptation led them to drinking from the sea. All but one of them had given up hope of rescue when *Taylor* spotted them. That one was Chun Soong Duk, who kept the boat from sinking by constant bailing with a tin cup.

## Three-Time Soldier Goes USN

A veteran of plenty of fighting in World War II and Korea with the British Army, Canadian Army and U.S. Army, John E. DeWitt has decided to see how things are in the U.S. Navy.

DeWitt, a real United Nations fighting man, is now a seaman apprentice undergoing training for the sea at the Great Lakes Naval Training Center, Great Lakes, Ill. But he has to chuckle about the whole thing. "In seven years as a foot soldier, I never had a blister," he says. "But I got one in one week marching around this grinder."

At the beginning of World War II, DeWitt hopped aboard a cattle boat, leaving his native Nova Scotia to head for England where he joined the British Army and fought the Nazis for 20 months on the hot sands in Libya. Later he joined the British commandos but transferred to the U.S. Army in time to make the invasion at Omaha Beach.

With this war out of the way, he returned to the U.S. and tried college for a while but things weren't exciting enough for an old combat man.



**WORDS**—John J. Koval, YNC, USN, examines 75 reams of paper containing each word uttered by both sides since Korean talks began on 10 July 1951.

So he joined the Canadian Army this time and put in nine months of hard fighting with the Princess Patricia Light Infantry Regiment in Korea.

Now he thinks he's going to like the Navy. "These loose Navy uniforms—they're great!" he says appreciatively.

#### — And There I Was . . .

Duane Sogge, chief aviation boatswain's mate is probably the only man in the history of naval aviation to make a jet-assisted takeoff without a plane.

Sogge was on the flight deck of *uss Valley Forge* (CV 45) as the carrier began taking on planes returning from a mission over Korea. His job was to stand in front of each plane that landed and signal the pilot when to disengage his tail hook from the arresting wire.

Suddenly something went wrong as a jet photo plane dipped to the deck, caught an arresting cable and jerked to a stop. Only all of the plane didn't stop—the streamlined nose section kept right on coming. It slid right toward Sogge, boosted him into the air, carried him off the deck and into the water 55 feet below. The "flying chief" was fished out of the water about three minutes later by *Valley Forge's* helicopter. He suffered only minor bruises.

#### Anopheles vs. Chloroquin

Marines in Korea are learning to swallow a bitter pill each week—and like it.

Given to Leathernecks each Sunday at noon meal, the pill is a newly developed suppressor of malaria, born by the anopheles mosquito. Called *chloroquin*, the new drug evolved from experiments with synthetic quinine and is used to replace the old, familiar atabrine. Its advantages are that it doesn't color the skin yellow, cause any damage to the kidneys or require daily dosage.

Fighting Leathernecks report remarkable success with the new drug in malaria-high Korea. After a test conducted by the First Marine Division where 1000 men were chosen at random to take the pill, only two percent showed signs of malaria, and they were still doing their jobs.

While the weekly dosage of chloroquin serves to suppress malaria, the new drug can also be medically administered in large quantities to kill the disease as quinine does.



USS ESSEX (CV 9) played host to Boy Scouts and Cub Scouts from Pomona and Chino, California. Here a group of Cubs enjoy shipboard mess.

#### Boy Scouts Camp on High Seas as Navy's Guests

The Navy has been a good scout for years.

The service lends a hand to the Scouts by arranging visits for them to naval ships, shipyards and air stations. The Scouts are allowed encampments of several days at Naval shore establishments and are taken on cruises aboard ships as long as their visits do not interfere with the operating functions of any ship.

Recently the Cub Scouts of Pack Four, Den One, and Boy Scouts of Troop One, from Pomona and

Chino, Calif., were taken on a tour of *uss Essex* (CV 9). They covered the carrier from bow to stern and had chow with ship's company.

In another instance, 60 Explorer Scouts from Middletown, Ohio, stood inspection at NAS Columbus, and were taken on a tour of the base. They were treated to some good Navy chow and saw a film entitled "The Navy That Came to Stay". This trip was an award to the Scouts for rounding-up volunteer blood donors.



SIXTY EXPLORER SCOUTS stand inspection at NAS Columbus, Ohio. Afterwards, the Scouts toured the base, were treated to a Navy meal.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

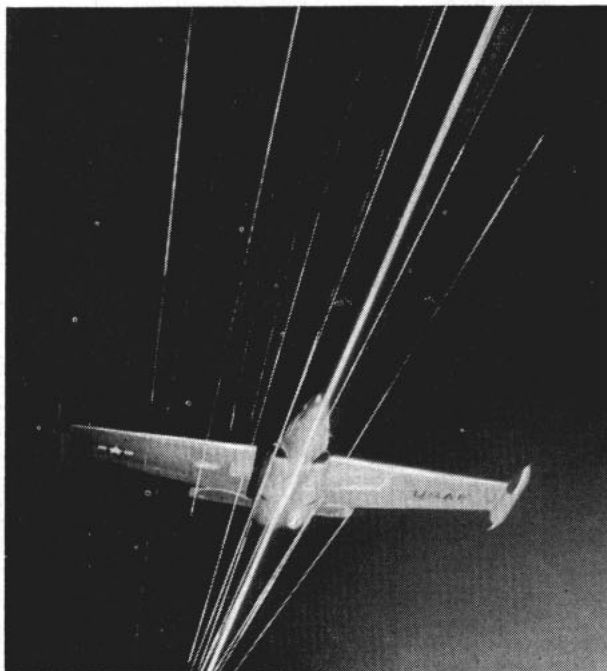
DRY-HOT CLIMATE UNIFORMS developed by the Army Quartermaster Corps recently underwent tests near the Army's test station at Yuma, Ariz., to determine the effects of the blazing mid-summer heat on troops in the open desert.

The experimental uniform consists of cap, shirt, trousers of light-weight cotton material and tropical combat boots. The loose fitting clothing is of a tan shade for camouflage against desert sand. The cap has a high crown supported by stiffeners. Reinforced patches on elbows, knees, and the seat of the trousers give additional protection against sand abrasion. Shirt and trousers both have inside flaps to keep out the dust. Draw strings at the bottom of the shirt and at the trouser cuffs give additional protection against the dust.

A group of 19 Army officers and enlisted men were "guinea pigs" for the test. They went about ordinary military activities like hiking, digging foxholes, making reconnaissance mission and simulating combat, to provide scientists and observers with first-hand data on human reactions under temperatures that sometimes reach 150 degrees Fahrenheit in the sun.

Six of the soldiers had been subjects in the Far North last winter. Data on their reactions to a dry-hot environment will be combined with data covering their reaction to the cold environment.

In addition to trying out the new tropical uniform, the group also will make a special study, under desert conditions, of the Army's recently developed nylon body armor. The eight-pound nylon armored jacket has been tested successfully in Korea. The Army's nylon vest, however, is not to be confused with the Marine Corps'



SPLIT-SECOND EXPOSURE caught this USAF Northrup Scorpion 'suspended' in tracer fire from its own cannon.

body armor which is a plastic vest composed of contoured overlapping plastic plates and a special weave of layers of nylon fabric. The Marine body armor is now standard equipment with the First Marine Division in Korea.

★ ★ ★

ROVING REPAIR TEAMS organized by the Army Quartermaster Corps are now rolling around the country inspecting and repairing machines ranging from mobile laundries to ice cream machinery which are included in the 70,000 items of Quartermaster equipment.

Each team, composed of six men, operates from two rolling repair shops installed in heavy trucks. Six teams are now operating. The shops are equipped with a full complement of power machinery, including a lathe, drill press, shaper and welding machine, together with portable power tools and a wide range of hand tools and testing devices.

The primary function of the teams is to inspect and repair equipment at depots. A secondary function is to repair and inspect equipment at posts, camps and stations, or in the field during maneuvers and exercises.

Prior to the establishment of these mobile repair teams, all major repair of Quartermaster equipment was handled at two depots, one in Indiana, the other in Utah. Now, the equipment can be serviced at any of the seven Quartermaster depots, at 10 Army general depots or at any other Army installation where repairs are required.

★ ★ ★

AMERICAN AIRPOWER's latest answer to enemy air attack is an almost automatic jet warplane armed with radar and rockets to outsmart and outshoot enemy bombers.

It is the Air Force's new F-94C *Starfire*, an all-weather jet interceptor designed for air defense of the U. S. and now in production.

A fighter plane without guns, the *Starfire* is armed instead with 24 air-to-air rockets, the 2.75 inch size, housed in a ring of firing tubes around the nose. It can carry additional rockets in new-type armament pods on the wings.

Radar and specialized "brain-like" instruments enable the *Starfire* to spot the enemy miles away, lock onto the target, track, close, aim and open fire—all by itself. The main duties of the *Starfire's* pilot and radar operator are to take the plane off the ground, maneuver to the general target area guided by ground radar, switch on the "electronic crew" at the proper time, monitor operation of the piloting and rocket-control apparatus during the attack, and land.

The *Starfire* is one of the world's fastest-climbing jet airplanes. It is capable of ascending to bomber invasion lanes of 45,000 feet or more in record time. Its specific mission is to knock out any invading bombers. Top speed is more than 600 mph.

Four special features contribute to the *Starfire's* performance.

A new thin wing, with a straight instead of sweptback contour. This makes possible extremely high speeds without sacrificing either stability during firing or maneuverability.

The leading edges of the single-spar wings are built of thick, curved slabs of metal known as integrally-



TROOPS try out new floating bridge, one of several with wider roadways, capable of carrying heavier loads. Right: Plastic bags, designed to replace glass bottles as containers of whole blood, undergo field tests.

stiffened skins. To give the plane strength at high speeds, these lighter-but-stronger wing sections, in which both the skin and its stiffening ribs are cut out of one piece of metal, eliminate hundreds of rivets and save weight by replacing many small parts required in older-type planes.

Placement of rockets as far forward as possible, in a ring around the nose of the airplane, achieves maximum accuracy.

A ribbon-type parachute, carried in a cylinder in the tail, can be released just as the plane lands to bring it to a short stop if necessary on small air fields. The *Starfire* is the first fighter plane equipped with a tail parachute.

★ ★ ★

AN ATOMIC ARTILLERY PIECE, a large gun which could fire atomic projectiles, has been developed by the Army. In addition, "atomic artillerymen" are being trained to use it.

This newly developed atomic gun, the Army says, can give the ground commander tremendous firepower at his fingertips and directly under his control. Like conventional artillery, it would be especially effective in defending against attacking ground forces which are obliged to mass and expose themselves in an attempted assault.

Unlike an air-delivered atomic weapon, the atomic gun can function in all kinds of weather, night or day. It is essentially an artillery piece—but with immeasurably greater power than any artillery hitherto known.

Carried on a platform suspended between two engine cabs at front and rear, this highly mobile atomic weapon can travel at a speed of about 35 miles per hour on highways. Weighing about 75 tons, it can cross bridges which Army engineers are already trained to build for present heavy divisional equipment.

It can travel cross-country, fit into a landing ship designed for amphibious operations. It can fire with accuracy comparable to conventional artillery, and tests indicate it is much more accurate at long ranges.

OCEAN-HOPPING HELICOPTERS — that's *Hopalong* and *Whirlaway*, two 'copters now serving with an Air Force rescue outfit in Germany. The first helicopters to cross the Atlantic, these Sikorsky-built H-19s did it by leaps and bounds. The planes, each carrying a pilot and co-pilot, departed from Westover Field, Mass., flew a route which took them by way of Presque Isle, Me., Goose Bay, Labrador, Narsarsuak, Greenland, and Keflavik, Iceland, to Prestwick, Scotland.

Actual flying time for the 2690-mile flight was 42.5 hours. However, because the planes were delayed by bad weather and poor visibility, the flight took 17 days in all. During the flight the 'copters were accompanied by a C-54 Skymaster search and rescue aircraft which flew ahead to spot weather conditions.

The most difficult leg was the Labrador-Greenland jump. Three times the helicopters were forced back by adverse weather. The fourth time they made it—at times by flying within 35 feet of the waves.

The longest leg of the flight was the 940-mile jump from Iceland to Scotland. This set a new distance record for helicopters.

★ ★ ★

A NEW ONE-BURNER GASOLINE STOVE for heating rations of soldiers in the field when they become separated from their unit kitchens, has been developed by the Army Quartermaster Corps.

Made of carbon steel, the new stove represents a savings of about one pound of stainless steel per unit and costs less to manufacture than the former model. Other advantages include a weight of only 22 ounces — about one-half that of the World War II model — and an output of 5,500 British Thermal Units as compared with 3,500 supplied by the earlier type. Also, its generator has a life of 100 hours. The older model was good for only 70 hours of operation before overhaul.

The new stove has been so designed that it may be operated by a soldier wearing heavy mittens. Field testing shows that it will operate successfully at temperatures as low as 65 degrees below zero.



# THE BULLETIN BOARD

## Naval Scholarships Open To Eligible Enlisted Men Through NROTC Program

The seventh annual service-wide competition for naval scholarships under the NROTC program is now underway. A maximum of four years of Navy-subsidized education at any one of 52 NROTC colleges and universities in the country is provided in this program for qualified enlisted men.

The government, under this program, pays tuition, cost of textbooks, laboratory and other instructional expenses. Necessary uniforms are furnished the midshipmen, who will also receive retainer pay of \$600 yearly.

Those who wish to apply for scholarships should see their executive officer or educational officer for full details. The candidate's first step is to fill out an *Application for Appointment to Commissioned or Warrant Rank or to Officer Training in the U.S. Navy or U.S. Naval Reserve*. (Nav Pers 953A). This, along with medical forms and other required papers, will be passed along to BuPers, if all is in order.

Nomination of men by commanding officers and applications for participation in the Navy College Aptitude Test must be forwarded to BuPers by 20 Oct 1952. This test — the first step in the competition — will be conducted on board each command on 13 Dec 1952.

Successful candidates will be appointed midshipmen USNR (NROTC, inactive) and will begin studies with the 1953 fall term. They may take any course leading to a bachelor's degree or higher, except in the fields of medicine, dentistry, veterinary medicine, theology, pharmacy, music and art. Required studies include naval science, mathematics through trigonometry and college physics.

Eligibility requirements include:

- Present service in Regular or Reserve (active service) component of the Navy or Marine Corps.
- Unmarried and never have been married.
- More than 17 years of age and less than 21 on 1 July 1953. (Candidates now 21 or slightly older and possessing previous college training,



"What's a matter, haven't you ever seen a chief with wings?"

see The Word section — p. 6, of this issue.)

- High school education or possess an equivalency certificate. (An average standard score of 45 or above on the five GED tests, USAFI, with no score on any test below 35.)

- Meet the general physical standards prescribed for midshipmen.

An agreement must be made by the candidate to complete the prescribed training, to accept a USN or USMC commission if offered and to serve on active duty for three years thereafter; or if a USN or USMC commission is not offered, to accept a USNR or USMCR commission if offered, to serve for the specified period and to remain a member of a regular or reserve component until the eighth anniversary of receipt of original commission.

Complete details of this program may be found in BuPers-MarCorps Joint Ltr. (NDB, 30 June 1952).

## Long Beach Becomes Home Port For More Ships on West Coast

Several west coast ships are in the process of shifting home ports from San Diego, Calif., north to Long Beach, Calif., as the result of a comprehensive study made by Commander First Fleet over an 18-month period.

The move itself will cover an eight-month period. Service Force and Amphibious Force vessels, Destroyer Squadrons One, Three, Nine and Thirteen, seaplane and destroyer tenders and the carriers *uss Rendova* (CVE 114) and *uss Sicily* (CVE 118) are among those being shifted.

## CPOs and PO1s on Active Duty in Naval Reserve Selected for Regular Navy

More than 350 Naval Reserve PO1s and CPOs have been selected for transfer to the Regular Navy. Those selected were either on active-duty general assignment or serving in Continuous Active Duty billets in the Naval Reserve program and successfully passed the 29 Jan 1952 pay grade E-7 General Service Rate examinations.

All men had previously indicated (on forms NavPers 624 or 971) their desire to enlist in the Regular Navy and had been so recommended by their commanding officers.

Selections of candidates for enlistment in pay grade E-7 was determined on a competitive basis. Only those candidates whose General Service Rate examination marks were of equal standard to marks attained by men of the Regular Navy who were advanced as the result of the same exam are authorized to enlist in pay grade E-7.

Other candidates who passed the exam but did not make a sufficiently high score for enlistment in pay grade E-7 are authorized to enlist in pay grade E-6. The names of successful candidates and the pay grades in which they are authorized to enlist are listed in BuPers Circ. Ltr. 107-52 (NDB, 30 June 1952).

Those in Continuous Active Duty billets authorized to enlist in pay grade E-7 but who are now serving in pay grade E-6 may, if fully qualified, be advanced to CPO, acting appointment (temporary), regardless of vacancy, on the day before being discharged for enlistment in the Regular Navy. They will then be enlisted in their highest permanent rate and immediately readvanced to their temporary rate.

Of the 1067 USNR candidates who passed their respective General Service Rating examinations for pay grade E-7, one-third indicated their desire to enlist in the Regular Navy. Others who participated in this exam and who wish to enlist in the Regular Navy may submit requests, via their commanding officers, to the Chief of Naval Personnel (Attn: Pers B223).

## Courses in Photogrammetry And Photo Interpretation Open to Officers and EM

Officers and enlisted men of the Regular and Reserve components of the Navy and Marine Corps may apply for training in photo interpretation and photogrammetry. In addition, special training in radar interpretation is available for officers. This training will be provided in three separate courses to be given at the U. S. Naval Photographic Interpretation Center, U. S. Naval Receiving Station, Washington, D. C. They are:

- A 24-week course in photo interpretation and photogrammetry (basic, intermediate and advanced). The first course convened 1 July 1952, and new classes are scheduled every two months thereafter, through 2 Nov 1953, for officers. (Enlisted quotas for this course will become available commencing with the 5 January 1953 class.)

- An eight-week basic course for officers in the above subjects. A class convenes 1 September 1952, with a new class scheduled every two months through 1 July 1953.

- An eight-week radar interpretation course for officers convening 2 Sept 1952 and 26 Aug 1953.

In general, courses are open to USN and USNR officers in the rank of ensign to commander with designator series 1100 or 1300, and to USMC and USMCR officers in the rank of second lieutenant to lieutenant colonel. Each officer candidate should have had college training and/or experience in one or more of the following fields: architecture, engineering, geology, city planning, cartography, photogrammetry, geography, soil conservation, mathematics, *et al.*

A limited number of PO2s and above in AF, PH or QM ratings will be accepted in the 24-week courses beginning with the class that convenes 5 Jan 1953. For this highly-technical training, only EMs having a combined GCT-ARI test score of 110 or above or who have demonstrated proficiency in photo interpretation will be considered. Only those in AF, PS or QM ratings should apply.

Enlisted applicants must have at least 24 months of obligated service when entering the school or agree to extend enlistments accordingly. Applications, listing details of training, should be sent to the Chief of Naval Personnel (Attn: Pers B212e) about 60 days before classes meet.

USNR officer applicants for the 24-week course must agree to extend their periods of obligated service one year. Applications, containing statements on background and experience, should be sent to the Chief of Naval Personnel (Attn: Pers B111h).

BuPers Circ. Ltr. 111-52 (NDB, 30 June 1952), states that the physical requirements call for vision correctible to normal (each eye near and far) and normal stereoscopic acuity.

## Correct Definitions Given For Troublesome Terms

Certain terms connected with naval service and current separation policies (see p. 48) are sometimes misunderstood. Here are a few of the more troublesome terms along with their correct definitions —

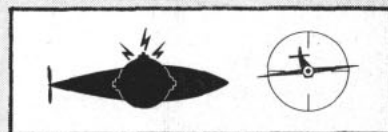
**World War II Veteran**—For the purposes of determining eligibility for release to inactive duty, a World War II veteran is any member who has served honorably on active duty for a period of 12 months or more between 12 Sept 1940 and 24 June 1948, or for a period of 90 days between 7 Dec 1941 and 2 Sept 1945, in the Army, Air Force, Navy, Marine Corps, Coast Guard, Public Health Service or the armed forces of any country allied with the U. S. in World War II prior to 2 Sept 1945. The definition of "veteran" by the Veterans Administration, however, is different from the above.

**Active Service and Active Duty**—A fine distinction is made between the use of active service and active duty. Normally BuPers uses the term "active service" to refer to service performed by a member of the Regular Navy, and "active duty" when referring to duty performed by a Naval Reservist who has been "recalled" from inactive duty in the Naval Reserve.

**Continuous Active Duty**—"CAD" is performed by a Naval Reservist who is on active duty in the Naval Reserve program, that is, a stationkeeper.

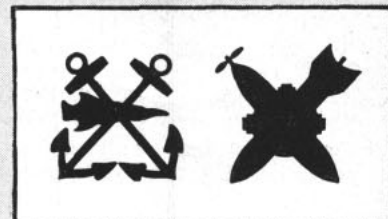
# QUIZ AWEIGH

Let's see how good your memory is. Last month ALL HANDS featured distinguishing marks in its center spread. Who wears the six that appear below?



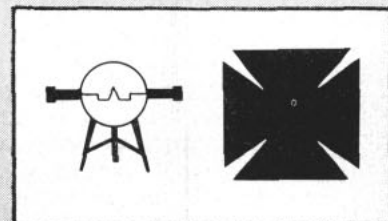
1. At left (above) is the right-arm distinguished mark worn by (a) explosive disposal ordnancemen (b) graduates of the Naval Mine Warfare School (c) advanced underseas weapons men.

2. The distinguishing mark at the right symbolizes the special qualifications of (a) expert lookouts (b) anti-aircraft machine gunners (c) fire control radar operations.



3. Crossed plain anchors, with arrowhead superimposed, identifies (a) assault boat coxswains (b) advanced underseas weapons men (c) fire fighter assistants.

4. At the right is the distinguishing mark of (a) mine warfarenmen (b) explosive disposal ordnancemen (c) graduates of Naval Mine Warfare School.



5. At left is the mark worn on the right arm of (a) gun rangefinder operators (b) anti-aircraft machine gunners (c) fire control radar operators.

6. The cross at right is worn by (a) aircraft gunners (b) fire fighters assistants (c) mount captains.



## New Faster Way of "Keeping Posted" With NDS

For several years readers of ALL HANDS have become familiar with terms such as *BuPers circular letters*, and the circular letters of other offices and bureaus of the Navy, all of which were incorporated in *Navy Department Bulletins*. Through such directives the various bureaus and offices of the central Navy Department issued new policies, practices and regulations. These terms now have been replaced by a new system.

The new *Navy Directives System* covers all directive-type releases and should be the most cheerful news for office personnel since the invention of the typewriter. It makes things easier to find.

Now, instead of searching through several issues of the *Navy Department Bulletin* for information on a certain subject, you need only flip through one loose-leaf binder to a code number identifying the subject. There, under that number, will be all the current directives on that subject.

Because you as well as the office yeoman may have occasion to use the new system, here is a thumbnail explanation of it. Briefly, there are two

types of directives—Instructions and Notices.

**Instructions** are long-lasting. They are directives which do one or more of the following:

- Contain information of a continuing nature.
- Require continuing action.
- Require action which must be taken but cannot be completed immediately.

- Require action which must be taken by newly-established activities.

Typical Instructions might contain information on the Navy's system of sea-shore rotation for its enlisted men or outline the over-all requirements for advancement in rating. An Instruction has permanent reference value. Because of this, it remains in effect until the organization that put it out supersedes or cancels it.

**Notices**, on the other hand, are directives of a one-time nature. They are "quickies", containing information to be acted on immediately. Since Notices have no permanent reference value, they also contain provisions for their own cancellation.

A BuPers Notice, for example, would be used to announce the promotion of a group of PO1s to CPO grade or to announce the awarding of the Navy Unit Citation to a certain vessel. Previously, information of this type was issued through the familiar circular letters too.

The chief value of the new directives system is that it provides a uniform plan for issuing and maintaining all directives. Naval activities receiving directives under this system will find a multifold value in its use. It will enable those who use it to group together and easily file the directives on any particular subject, differentiate between directives of a continuing nature and those of brief duration, and determine periodically the current status and the completeness of their binders of directives.

The new system will be a break for BuPers and other Navy bureaus as well. The system will:

- Reduce the number of directives in effect by systematically consolidating Instructions covering the same subject. It also improves the coverage of Instructions.

- Eliminate duplicate writing, printing and distributing operations.

• Improve general administration by using a uniform system which includes reference aids for persons using directives.

• Insure that recipients are sent only those directives that apply to their operations. (Under the former system it was not possible to control distribution to this degree.)

Who uses the Navy Directives System? All naval activities are either using it now (bureaus and offices of the central Navy Department since 1 July 1952; fleet activities since 1 Jan 1952) or will use it when directed by authority. "All naval activities" takes in a lot of territory: individual ships; recruiting stations; Navy schools; shore stations; division, squadron and flotilla commands; permanent task forces and groups.

The numbering system to be used splits the Instructions and Notices into various easy-to-find sections. For instance, the directive on shore duty for EMs would fall under the classification number 1306, "Enlisted As-

### NDBs Are Thing of the Past, Loose-Sheet System Started

The Navy Directives System made its first appearance in a directives system set up by the Office of the Chief of Naval Operations in January 1951. A year later, on 1 Jan 1952, the system swung into operation for all commands in the Operating Forces (less those in the Fleet Marine Force) and naval district and sea frontier commands.

Now the system is Navy-wide. Because of this, the well-known *Navy Department Bulletin*—which for several years had shown up in the mail of all ships and stations twice a month—has been discontinued. (The last issue was the 30th of June issue.)

Navy Department Instructions and Notices are now being received by ships and stations at the rate of once a week. These are received as individual pages which are single-stapled to a Transmittal Sheet. This new loose-sheet method is used so that the pages can be easily inserted in their appropriate spaces in ring binders or post binders.

### Alnavs and Dispatch-Type Orders Continue as Before

Although the familiar circular letters are now a thing of the past, the Navy's dispatch-type orders continue as before.

This means you'll still be seeing Alnavs (all Navy), NavActs (all naval activities), AlNavStas (all naval stations), and others.

These "general message" orders are sent out speedily by rapid communication methods, primarily radio, but also as basegrams (messages teletyped to land activities) or speedletters (direct and informal communication by mail).

When such speed is necessary to a directive, an Instruction will arrive first as a message or speedletter and later in the regular printed format. For reference, the message or speedletter will carry the appropriate Subject Classification Number as well as the abbreviations of the originator.

signment". A directive on advancement in rating would fall under classification 1430, "Advancements in Rate or Rating, Enlisted Personnel". These numbers are listed in a classification table.

Both of these, you will notice, are in the "one thousands". This means that they concern *Naval Personnel*, which is the subject of the 1000-group. Other major groups you may run across include *Operations and Readiness*—3000-group; *Medicine and Dentistry*—6000-group; *Ships Material*—9000-group.

The new system itself was put in effect by an Instruction, labeled *Sec-Nav Inst. 5215.1* (19 May 1952). This one will serve to show how the numbers work. The 5000-group covers *General Administration* and, under this heading, the 5200-group covers *Systems, Methods and Procedures*. Opposite number 5215 you find the special term which is the subject of this Instruction, covering new systems of issuing information. The .1 shows that this is the first Instruction issued on this subject by the Office of the Secretary of the Navy. It is known as a consecutive number and identifies the order of the Instruction for a particular subject from that office.

Only Instructions, however, carry these consecutive numbers. Notices do not carry them because of their one-time nature.

Among other important components of the Navy Directives System are the following:

**Numerical Check Lists**—These are quarterly check lists of effective Instructions issued by originating offices. They help each recipient check his files for completeness.

**Clear-cut Methods for Revising Instructions**—Uniform ways of making revisions are prescribed. For substantial revisions the Instructions will be rewritten and reissued. For minor changes, revised pages will usually be issued—doing away with the need for pen-and-ink changes. A revised Instruction, incidentally, is given the same subject and classification number as the original, but it carries a suffix letter such as A, B, C, etc.

**Alphabetical Subject Indexes**—All users of Instructions are provided an index of Instructions applicable to their operations.

**Cross-Reference Sheets**—One of

these sheets is issued with each Instruction that comes out as a separate publication (such as a set of BuOrd safety regulations) and which will probably be filed separately.

The preceding information applies to the Navy Directives System as a whole. What follows are highlights of the system as it applies to the Bureau of Naval Personnel's methods. Full information on this is listed in BuPers Inst. 5215.1 (5 June 1952).

• As of 1 July 1952, all BuPers directives have come out either as BuPers Notices or Instructions. However, all effective BuPers Circular

Letters will remain in effect until reissued as part of the system or cancelled. These older directives are being inventoried by the Bureau and will be reissued in the new style sometime prior to next July.

• BuPers will issue a subject index quarterly listing its Instructions, will maintain a current numerical index of all its Instructions and will list cross-reference sheets as enclosures to Instructions.

• Pen and ink changes (the bane of all office hands) will not be used in the body or text of BuPers directives.

## WAY BACK WHEN

### Old Time War Instructions

In the days of the old sailing ships, certain preparations had to be made before action between hostile ships could be entered into. Such activity would probably make a present-day sailor look with wonderment at the sight.

A typical example of war instructions issued in the 16th century follows:

"Before ships and fleet encounter, or enter upon action, these things following are necessary to be done; divide the company into three parts, one to tack the ship, a second to ply the small shot, and a third to attend the ordnance. But not so precisely, but that one may be assisting to the other in the three several places.

"The ship is to be brought into its short and fighting sails (foresail, main-topsail, and fore-topsail); for the others sails are troublesome to handle, and make the ship heel, so that her ordnance cannot be used, besides the danger of firing her sails with arrows and other wild-fire from the enemy.

"The master is to appoint a valiant and sufficient man at helm; and to receive his directions from the captain how to order the fight and where to board, which must be done with most advantage and according to the placing of the enemy's ordnance; and, therefore, it is requisite to have a captain of experience.

"Every officer is to do his part: the boatswains to sling their yards, to put forth the flag, ancient and streamers, to arm the tops and waste-cloths; to spread the nettings, and all other things that belong to their charge.

"The gunner is to appoint his officers to their quarters, to have care to their files, budge barrels, tin case used to protect powder when carrying from hold to guns, and cartridges; to have his shot in a locker near every piece, and the yeoman of the powder to keep his room and to be watchful



of it, and to have his eye upon any leak that shall happen in the hold.

"The carpenters are to be vigilant, and to have their oakum, lead nails and what else belongs to the stopping of leaks in readiness. He must have a man always ready to sling overboard, if there chance a leak. Or if there be cause to take in the lower tier of ordnance, by the sudden growing and working of sea, he must have all things ready to caulk the ports."

When boarding the enemy, the captain gives the command: "Make fast your grapplings," whereupon one reports to him: "Captain, we are foul on each other, and the ship is on fire."

"Cut anything to get clear, and smother the fire with wet clothes.

"In such case the belligerents will presently be such friends as to help one another all they can to get clear, lest they both should burn together and sink. And if they be generous, the fire quenched, drink kindly to one another, heave their cans overboard, and then begin again as before."



## Questions on Separation Procedures Are Answered For Naval Personnel

Does your enlistment expire within the next year or are you scheduled to be released soon to inactive duty? If you are, a new BuPers directive will be of interest to you. It will answer many of your questions concerning separation procedures — questions such as these:

When do I get out?

This question is answered by the directive, BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952) and by Change Five to BuPers Manual. Together these contain complete instructions governing the separation of enlisted personnel on active duty in the Regular Establishment and in the Naval Reserve program.

The latest separation information for officers is contained in BuPers



"Was showing them boots how to tie a bowline in two seconds and..."

Circ. Ltr. 62-52 (NDB, 15 Apr 1952).

What happens before I am transferred for separation?

If you are in the Regular Navy and about to be transferred for separation, you will be interviewed by an

officer and will be informed of the benefits of reenlisting in the Regular Navy. If you decide not to reenlist, your service record will be verified before you are transferred. Moreover, if you are entitled to government transportation for your dependents and/or household effects, you will be given extra copies of your transfer orders.

If you are serving at a shore station and necessary medical and disbursing facilities are available, you will be separated right there. Otherwise, you will be transferred to the separation activity nearest your duty station. If you're attached to a ship, you will be transferred to the separation activity nearest your port of debarkation.

What happens at the separation activity?

Quite a bit. It is here that you receive your final processing. You will get such items as a *report of Separation*, which summarizes your service experience, a discharge certificate (if discharged) showing under what conditions you left the service and a small wallet-size card, your *Certificate of Service* which shows you have served honorably.

In addition, you will receive several pamphlets including *Rights and Benefits of the New Naval Veterans*, *Reinstatement Rights of Persons Who Leave Positions to Enter Military Service* and *Your Insurance Status*. (See also pp. 6 and 50.)

If you are discharged, your service record will be closed out and forwarded to the Bureau of Naval Personnel. If you are released, to inactive duty, your record will be mailed to the commandant in whose district you will live.

Furthermore, you will be advised to report to your local Selective Service board within 30 days of your effective date of separation, unless you are already registered or are 26 or more years of age.

Suppose I want veteran's assistance once I am separated?

In this event, you may contact your district civil readjustment officer. He is located in the headquarters of your home naval district and counseling naval veterans is his job. In addition to your civil readjustment officer, the Veterans Administration and other government agencies are prepared to assist you where they can.

## Districts List 26 Stations As Separation Activities

Listed below are the naval activities within the continental limits of the U. S. to which male personnel who are to be transferred for separation will report:

### First Naval District

U. S. Naval Recruiting Station, 495 Sumner St., Boston, Mass.  
NAS, Quonset Point, R. I.  
U. S. Naval Training Station, Naval Base, Newport, R. I.  
Portsmouth Naval Shipyard, Portsmouth, N. H.

### Third Naval District

Headquarters, Third Naval District, New York, N. Y. (Officers only)  
U. S. Naval Receiving Station, Naval Base, Brooklyn, N. Y.  
U. S. Naval Submarine Base, New London, Connecticut

### Fourth Naval District

U. S. Naval Receiving Station, Naval Base, Philadelphia, Pa.

### Fifth Naval District

U. S. Naval Receiving Station, Naval Base, Norfolk, Va.  
U. S. Naval Air Station, Norfolk, Va.

### Sixth Naval District

U. S. Naval Receiving Station  
U. S. Naval Base, Charleston, S. C.  
U. S. Naval Air Station, Jacksonville, Fla.

U. S. Naval Air Station, Pensacola, Fla.

U. S. Naval Station, Key West, Fla.

U. S. Naval Station, Green Cove Springs, Fla.

U. S. Naval Air Station, Memphis, Tenn.

### Eighth Naval District

U. S. Naval Station, New Orleans, La.

U. S. Naval Station, Orange, Tex.

U. S. Naval Air Station, Corpus Christi, Tex.

### Ninth Naval District

U. S. Naval Training Center, Great Lakes, Ill.

### Eleventh Naval District

U. S. Naval Recruiting Station, Naval Station, San Diego, Calif.

### Twelfth Naval District

U. S. Naval Receiving Station, Naval Station, Treasure Island, San Francisco, Calif.

### Thirteenth Naval District

U. S. Naval Receiving Station, Seattle, Wash.

Potomac River Naval Command  
U. S. Naval Receiving Station, Washington, D. C.

Severn River Naval Command  
U. S. Naval Barracks, U.S.S. Reina Mercedes, Naval Station, Annapolis, Md.

## Latest Motion Pictures Listed for Distribution To Ships, Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in July.

From time to time new listings of motion pictures available from the Navy Motion Picture Exchange will be carried by ALL HANDS.

*Bend of the River* (948) (T): Western; James Stewart, Arthur Kennedy.

*Flight to Mars* (949): Melodrama; Marguerite Chapman, Cameron Mitchell.

*Just Across the Street* (950): Comedy; Ann Sheridan, John Lund.

*Singing in the Rain* (951) (T): Musical; Gene Kelly, Donald O'Connor.

*The Cimarron Kid* (952): Western; Audie Murphy, Beverly Tyler.

*Has Anybody Seen My Gal* (953) (T): Comedy; Charles Coburn, Piper Laurie.

*Narrow Margin* (954): Melodrama; Charles McGraw, Marie Windsor.

*Pat and Mike* (955): Comedy; Spencer Tracy, Katherine Hepburn.

*Glory Alley* (956): Drama; Leslie Caron, Ralph Meeker.

*Francis Goes to West Point* (957): Comedy; Donald O'Connor, Lori Nelson.

*The Breakdown* (958): Drama; William Bishop, Ann Richards.

*The Brigand* (959) (T): Adventure; Anthony Dexter, Jody Lawrence.

*Clash by Night* (960): Melodrama; Barbara Stanwyck, Paul Douglas.

*Walk East on Beacon* (961): Drama; George Murphy, Virginia Gilmore.

*Sound Off* (962): Comedy; Mickey Rooney, Anne James.

*Red Snow* (963): Adventure; Guy Madison, Ray Mala.

*We're Not Married* (964): Comedy; Ginger Rogers, Fred Allen.

*Valley of Eagles* (965): Jack Warner, Nadia Gray.

## Marines Tear Their Hair Over Tonsorial Artists At Front

Pfc Howard H. Upshaw of the Third Battalion, Fifth Marines, in Korea has to put up with a lot of "cutting" remarks. A barber in civilian life, Upshaw has been engaged in request performances upon his long-haired buddies.

Business got so good, the Marine tonsorial specialist was assigned a couple of Korean helpers. That's when his troubles began.

At best, barbering conditions border on the primitive. Shaky ration boxes serve as chairs, and the main tools of the trade at the front are dull hand clippers.

Upshaw managed to train his assistants in regulation Marine hair-

cutting, but when one of his aides gets sleepy on a hot day, or pays more attention to a radio broadcast than to the business at hand (or should we say, head), the customer usually ends up with a "soup bowl special." Then it is that Upshaw has to exercise considerable diplomacy to prevent a situation akin to mayhem, as well as to trim up as well as possible whatever patches of hair remain on the irate customer's noodle.

"When I was cutting hair back home," remarks Upshaw, "I had my problems, but I never had to worry about settling international disputes."



## OCS Gets Into Full Swing Training Future Officers

The Navy's Officer Candidate School at Newport, R.I. is currently training men for commissions at a faster rate than the Naval Academy and college NROTC programs combined. Established in May 1951, Newport OCS has already commissioned 2756 graduates. Within the next year it plans to commission nearly 7000 more.

Officer candidates, two thirds of whom have been selected directly from civilian life, have come from all 48 states, the District of Columbia, the Canal Zone, Hawaii and England. OCS candidates had received degrees from 565 universities prior to their acceptance by the Navy school.

During their college careers officer candidates majored in everything from philosophy and petroleum engineering to speech and optometry.

Two roads to a commission are open to applicants for OCS. One, for men between the ages of 19 and 26,

leads to an unrestricted, or "general line" commission. Men so commissioned receive four months' training (covering the same ground as four years of NROTC) in all the basic seagoing skills — seamanship, gunnery, engineering, communications, navigation and operations.

A limited number of men between the ages of 19 and 32 are also accepted every other month for the school's two-month indoctrination course for applicants for Supply Corps, Civil Engineering Corps and specialist commissions.

Immediately after graduation and a brief leave, general line graduates are ordered to sea duty. They are permitted to express their preference for ship types and, so far, the Navy has been able to give 90 percent of them the duty they want.

For information on application procedures and qualifications, see the story "How Enlisted Personnel Become Officers", ALL HANDS, February 1952, p. 6.



# Roundup on New G.I. Bill for Veterans of Korean Fighting

Veterans of the Korean conflict can now take advantage of a new G.I. Bill of Rights which will give them most of the benefits enjoyed by veterans of World War II.

On 16 July 1952, the President signed into law a new G.I. Bill for veterans who served in the armed forces *any place in the world* since the start of the Korean hostilities on 27 June 1950.

The new law provides five benefits, all designed to assist veterans returning to civilian life. Included are education and training; guaranteed or insured loans for homes, farms and businesses; unemployment compensation; job-finding help and mustering-out payments.

Here is a round-up of what you have coming to you if you are an eligible Korean veteran. All benefits are included below except mustering-out pay which is taken up in a separate story on page 6 of this issue.

## Education and Training

The education and training provisions allow an eligible veteran one and one-half days of training for each day in service after the outbreak of the Korean fighting up to a maximum of 36 months—regardless of where his service was performed.

The term "eligible veteran" in this case, means any person who is not in the active service of the armed forces (at the time he applies for this training) and who meets the following additional requirements: — (a) has served in the active service in the armed forces at any time during the basic service period from 27 June 1950 to the end of the present emergency, (b) has been separated or released from such active service under conditions other than dishonorable, and (c) has served in the active service in the armed forces for 90 days or more (exclusive of any period he was assigned by the armed forces to a civilian institution for a course of education or training which was substantially the same as the established course offered to civilians, or as a cadet or midshipman at one of the service academies), or has been separated or released from active service by reason of an actual service-incurred injury or disability.

However, eligible veterans who have also trained under earlier veteran's training laws—the World War II G.I. Bill of Rights or Public Laws 16 or 894 for the disabled—may get up to a maximum of 48 months, minus whatever time they have already spent in training under those earlier programs.

A veteran may train in school or college, on-the-job or on-the-farm, so long as the school or training establishment has been approved by State Education Authorities and meets other qualifications of the law. Only one change of course is allowed, except under certain conditions determined by the Veterans Administration.

Veterans in G.I. Bill training will

receive an education and training allowance each month from the Government, to meet part of the expenses of their training and living costs. Tuition, fees, books, supplies and equipment will not be paid by the Government; instead, the veteran will pay for them himself out of his monthly allowance.

A veteran will get his monthly allowance some time after the end of each month of training completed. Before the VA can pay him, the law requires a certification from both the veteran and his school or training establishment, where he was enrolled and pursuing his course during that period.

This new method of payment differs from procedures followed under previous veteran's training laws. Under earlier laws, the Veterans Administration paid tuition and other costs directly to schools, and also paid the veterans a monthly subsistence allowance.

The new rates for veterans in full-time training in schools and colleges are \$110 a month, if they have no dependents; \$135 a month, if they have one dependent; and \$160 a month if they have more than one dependent. Those in training less than full time will receive lower monthly rates.

## Nearly One Million GIs Now Studying under WWII Bill

As the G.I. Bill for Korean veterans goes into effect, the VA has announced that the number of veterans still receiving training under the World War II law has dropped below the million mark for the first time since the beginning of the program in 1946.

At total of 990,000 veterans of World War II are now taking training in schools, colleges, on-the-job and on-the-farm across the nation. Except for a scattered handful who can still qualify, the law today allows no newcomers to the World War II program.

The peak of the first G.I. Bill program came at the end of 1947, when more than 2,500,000 World War II veterans were enrolled at government expense.

## SONGS OF THE SEA



## Good-bye, Fare You Well

Oh! fare you well, I wish you well!

Good-bye, fare you well; good-bye, fare you well!

Oh! fare you well my bonny young lassies, Hur-rah, my boys, we're home-ward bound!

The billows roll, the breezes blow,

To us they're calling: sheet home and go!

We're homeward bound, and I hear the sound,

So heave on the caps'n and make it spin round.

Our anchor's aweigh and our sails they are set,

And the girls we are leaving we leave with regret.

She's a flash clipper packet and bound for to go,

Good-bye, fare you well; good-bye, fare you well!

With the girls on her tow rope she cannot say no.

Hur-rah, my boys, we're home-ward bound!

—Homeward Bound Chantey

Top monthly amounts that will be paid on-the-job trainees are \$70, for a veteran without dependents; \$85 for a veteran with one dependent, and \$105 for a veteran with more than one dependent. The maximum amounts for institutional on-the-farm trainees are \$95, \$110 and \$135, respectively. The law also requires that veterans taking institutional on-the-farm training must devote full time to their program.

The new G.I. Bill places a \$310-a-month ceiling on the amount a veteran may draw from both his employer and the Veterans Administration for on-the-job training. Should a veteran's training allowance plus his earnings as an on-the-job trainee exceed this amount, the VA will reduce the allowance accordingly. There is no ceiling on earnings of any other type trainee under the act.

The Bill also bars persons in any of the branches of the armed forces from taking any course while they are still on active duty—they will have to wait until they have been separated from service.

Although the new law went into effect 16 July 1952, no training allowances may be paid for any period prior to 20 August 1952. For further information see section below under "Deadlines".

#### Loans

The loan provisions of the new G.I. Bill for veterans who served during the period of the Korean conflict are the same as those now in effect for World War II veterans with one exception—a new clause has been entered to protect the interests of home-buying veterans.

The amount of VA guarantee on a loan is the same for both groups of veterans. Home loans may be guaranteed for up to 60 percent of the loan, but the guaranteed portion may not exceed \$7,500. Other real estate loans may be guaranteed up to 50 percent, with a \$4,000 top. And non-real estate loans, such as G.I. business loans, may be guaranteed for up to 50 percent with a \$2,000 ceiling as to the guarantee. All such loans also may be insured.

The Veteran's Administration program, now in effect for World War II veterans, has been extended to veterans who have served 90 days or more on active duty from 27 June 1950 until such time as the present



"Orders from Washington?? ... Why he's dead."

emergency ends (unless discharged sooner for a service-connected disability) and who were discharged under conditions other than dishonorable. In certain cases under this program the VA may make loans directly to veterans, but only in areas where four percent G.I. loan money is not available.

G.I. loan safeguards, written into the new law, apply both to World War II veterans and those under the new Bill. Among them are the following:

- A veteran's property must meet or exceed minimum requirements for planning, construction and general acceptability. This provision doesn't apply to construction started within

60 days of 16 July 1952, nor to houses which have been completed at least a year before they were purchased with a G.I. loan.

- The VA may refuse to appraise any dwelling or housing project owned or built by anyone who has attempted to take unfair advantage of veterans in the past. Examples would be substantial deficiencies in the house, failure to discharge contract liabilities, or unfair practices in regard to contracts or marketing of the house.

- The Veterans Administration may also refuse to guarantee loans made by lenders who have failed to service loans adequately, who have failed to keep adequate loan accounting records, who have shown poor credit judgment, or who have engaged in other practices which are detrimental to the veteran or to the Government.

- In the case of World War II veterans who have returned to active duty, their unused loan entitlement under the World War II G.I. Bill will be replaced by the same amount of entitlement under the new law.

The result is that they will not be bound by the G.I. loan deadline of 25 July 1957, set up in the earlier law; instead, under the new law, they will have 10 years from the end of

### Where to Apply for Benefits Under Korean G.I. Bill

Veterans eligible under the new G.I. Bill of Rights should apply for their benefits at the following places:

- *Education and Training*—Apply direct to the college or training establishment of your choice, and then to the nearest Veterans Administration office.

- *Loans*—Apply to your nearest Veterans Administration office.

- *Unemployment compensation and job-finding help*—Apply to your State Employment Service office.

- *Mustering-Out Pay*—If you have been discharged and have re-enlisted, apply to the disbursing officer of your ship or station.

If you are soon to be discharged, you will be paid by the disbursing

officer at the separation point.

If you have been separated from service, apply to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, or to the Commandant of the Marine Corps (CDD), Washington 25, D.C., depending upon your branch of service. (See details on p. 6.)

Should you need advice on veteran's benefits once you are separated, contact your district civil readjustment officer. He is located in the headquarters of your home naval district. Counseling naval veterans is his job. In addition to your civil readjustment officer, the Veterans Administration and certain other government agencies are prepared to assist you whenever they can.



## Sailors and Marines Invest in U.S. Defense Bonds

In a recent month, four out of every ten sailors and marines were putting money aside through Defense Bond allotments. Are you one of them?

Altogether, 400,000 men were putting almost 10 million (that's \$10,000,000) into bonds that would pay them back 3 per cent interest compounded semi-annually.

Of these, 190,000 sailors were authorizing the disbursing officer on their ship or station to credit to their account for Defense Bonds \$18.75 or more each month. This put them in the so-called "Bond-a-Month Club."

Another 130,000 Navymen were plunking down \$6.25 or more each month to entitle them to become thrifty members of the "Bond-a-Quarter Club."

So you can see where you stand in relation to these savings-conscious sailors, here's a list showing how many were putting how much into bonds:

Out of every 1000 men in the

Bond-a-Month group —

- 33 set aside \$75 or more a month.

- 221 set aside \$37.50 or more a month.

- 746 set aside \$18.75 or more a month.

Out of every 1000 men in the Bond-a-Quarter group —

- 2 set aside \$50 or more a month.

- 106 set aside \$25 or more a month.

- 256 set aside \$12.50 or more a month.

- 636 set aside \$6.25 or more a month.

During the 1951-52 fiscal year Navymen and Marines saved \$76,984,462.50 in United States Defense Bonds through pay allotment's. That's nearly 25 million and 45.7 per cent more than they saved during the preceding year. At the end of June this year 70,530 more members of the Navy and 23,187 more Marines had bond allotments in effect than a year ago.

## Court of Military Appeals In Second Year of Operation, Interprets Code of Justice

Now in its second year of operation, the U.S. Court of Military Appeals is docketing new cases at the rate of more than 100 a month. This court, an armed forces' counterpart of the U.S. Supreme Court, came into being under the provisions of the Uniform Code of Military Justice. Its purpose is to interpret the code and set the standards of military justice.

The Court consists of three judges appointed from civilian life by the President for a term of 15 years. Initially one was appointed for a five-year term, a second for a 10-year term and a third for a 15-year term. The varying terms were established to provide for future rotation. Judges, however, may be reappointed at the expiration of their terms.

During the first year of jurisdiction under the Uniform Code, which went into effect 31 May 1952, the Court docketed 814 cases and completed 559.

The Court hears all cases which have been reviewed by a board of review and which the Judge Advocate General (of each branch of the service) sends to it for a hearing. It also hears those cases for which the accused has successfully petitioned and for which good cause or reason for review has been shown.

All cases of a serious nature, especially those involving punitive discharge, may go before the Court. Also, all cases involving the sentence of death are automatically reviewed by the Court. During the first year five such cases were docketed.



"I don't care if he is striking for Fire Control-man, he can't wear that hat."

the present emergency to obtain loans under the G.I. Bill.

### Pay for Jobless

The new G.I. Bill's unemployment compensation program, is administered through the state unemployment compensation programs by the U.S. Department of Labor rather than by the VA. It provides unemployed veterans (who served 90 days or more on active duty during the period of the Korean conflict) payments of \$26 a week, up to a total of 26 weeks.

The unemployment program goes into effect 16 October 1952. It has been tied in with the new law's mustering-out program in the following way:

- A veteran entitled to \$100 mustering-out pay can't get unemployment compensation until 30 days after his separation from service or until 16 October 1952, whichever is later.

### Job-Finding Help

The new G.I. Bill extends job-finding assistance to veterans with service after the start of Korean hostilities on the same basis as veterans of World War II. The help includes

job counseling and employment placement services provided by the State Employment Service in conjunction with the U.S. Employment Service.

### Deadlines

The new G.I. Bill contains important deadlines that eligible veterans should keep in mind. Education and training must be started by 20 August 1954 or two years after release from active duty, whichever comes later. No training may be given beyond either seven years after discharge or seven years after the end of the current emergency, whichever is later.

The deadline for loans for veterans under the new G.I. Bill is 10 years after the present emergency comes to an end. The deadline for World War II veterans who have not gone back on active duty is 25 July 1957.

Finally, the deadline for unemployment compensation under the new law will be five years after the end of the emergency period.

The date on which the present emergency comes to an end is one that has to be determined either by Presidential proclamation or by concurrent resolution of Congress.

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 27—Cancels Alnav 41-51 and sets up prices of fuel and lubricating oil between U. S. Navy and the U. S. Air Force.

No. 28—Announces the convening of Staff Corps selection boards to recommend officers on active duty for temporary promotion to the grade of rear admiral in the Supply Corps, Medical Corps, Chaplain Corps and Dental Corps.

No. 29—Supplements Alnav 25-52 and states that the Department of Defense Appropriation Act has become law.

No. 30—Limits the net weight of household goods which may be shipped at government expense upon permanent change of station to 9000 pounds.

No. 31—Suspends the issue of certain medical materials.

No. 32—Outlines the benefits available to Navy men separated from the service after 27 June 1950 under the Veterans' Readjustment Assistance Act of 1952 (Korean G. I. Bill of Rights).

No. 33—Prescribes the mustering out pay which will be paid to eligible Korean veterans upon separation from the service.

No. 34—Announces the convening of a line selection board to recommend line commanders on active duty with more than five years' service in grade (on 30 June 1953) for promotion to the rank of captain.

No. 35—Announces President's approval of the report of a line selection board which recommended 30 captains for temporary promotion to the grade of rear admiral.

No. 36—Relates to claims filed under the Personnel Claims Act of 1945.

No. 37—Gives instructions to disbursing officers regarding "Queen" allotments.

No. 38—Announces results of a selection board which recommended five Marine Corps officers for temporary promotion to the grade of major general.

No. 39—Cancels a section of BuSandA Manual which relates to ship's stores afloat.

No. 40—Announces President's approval of the report of a selection board which recommended the temporary promotion of two Supply Corps officers to the grade of rear admiral.

### BuPers Instructions

No. 1210.1—Clarifies existing instructions relating to eligibility for command at sea and succession to command of Limited Duty Officers of the line.

No. 1620.1—Contains procedures for the processing of paternity claims against members or former members of the naval service by non-nationals.

No. 1741.1—Informs naval personnel that travel in naval or military aircraft may have a serious effect upon death and disability benefits payable under commercial life or accident policies.

No. 1741.2—Concerns application for, or reinstatement of, government life insurance policies upon separation.

No. 5215.1—Establishes the new Navy Directives System.

No. 5219.1—Describes procedures to be used in obtaining microfilm facilities and services.

No. 5510.1—(Classified).

### BuPers Notices

No. 1426—Publishes a lineal list of the LDO candidates recommended for appointment to permanent ensign, USN, by the 1952 LDO selection board.

No. 1650—Announces the awarding of six Navy Unit Commendations.

No. 1910—Gives procedures to be followed for discharge of enlisted women for reasons of marriage.

No self-respecting Navyman would call a ship a boat, yet there are many who will call a plane a ship. Aside from being sloppy terminology, referring to a plane as a ship can cause misunderstandings in actual operations. For



example, during World War II, voice radio messages which concern sea-air operations brought about mixup when careless talkers referred to both planes and ships as ships.

★ ★ ★

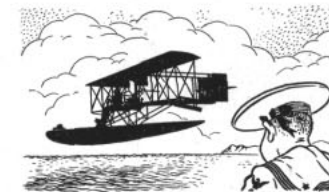
Of course, there are aircraft terms that embody ship or boat. Airship is a well-known example. The term airship is properly used for lighter-than-air craft like the big new ones, the



ZP4K and the ZP2N. Blimp also describes these propeller-driven LTA craft. Of the two terms, airship is official, but blimp is considered perfectly good usage.

★ ★ ★

In the early days of aviation the term flying boat was used for the larger-type seaplanes that floated on their hulls when waterborne. Such aircraft today are referred to as seaplanes, along with the smaller aircraft supported by pontoons beneath their fuse-



lage. The smaller pontoon-equipped planes are also called float planes, but this term is more typical of foreign navies. Naval aviation authorities say that the use of ship for plane is O.K. in one instance only—when referring to large commercial passenger planes.

### QUIZ ANSWERS

Quiz Aweigh is on page 45

- (c) advanced underseas weapons men.
- (b) antiaircraft machine gunners.
- (a) assault boat coxswains.
- (b) explosive disposal ordnancemen.
- (c) fire control radar operators.
- (b) fire fighter assistants.



## Summary of Final Legislative Action

Here is a round-up of the final legislative action taken by the second session of the 82nd Congress which has now adjourned.

This summary includes all laws passed which have not been covered in previous issues of the magazine. No new bills considered of interest to naval personnel were introduced in the period covered.

Certain provisions of the Defense Appropriations Act of 1952 are carried below.

One provision is not, however. That is the provision for combat pay which was covered in the August issue.

**Retirement of Officers** — Public Law 488 (evolving from H.R. 7391); Included in this appropriation act for the Department of Defense for Fiscal 1953 is a provision that no retired pay may be paid from the appropriation to any commissioned officer of the Regular Army, Navy, Marine Corps or Air Force who voluntarily retires, unless he retires because of (1) disability, (2) age, or (3) his application for retirement is approved in writing by the Secretary of Defense who shall state that such retirement is in the best interests of the service, or that it is required to avoid a case of individual hardship. This provision is an extension of the retirement ban in effect during the past year.

**Fixed Ratio of Officers** — Public Law 488: Sec. 634; places a ceiling on the percentages of each grade of officer the Navy and other armed services can have on active duty during Fiscal 1953.

**Reserve Components of the Armed Forces** — Public Law 476 (evolving from H.R. 5426, S. 2387); places all Reserve components on an equal basis in so far as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and Retired Reserve in each service.

**Transportation of Dependents' Household Goods** — Public Law 524 (evolving from H.R. 5065); provides that officers of the Regular Navy and Marine Corps, appointed during the period 8 May 1945 to 31 March 1951 inclusive, after previous service as Naval Reserve or Marine Corps Reserve officers, shall be entitled to receive reimbursement for transportation of

their dependents and household effects from their home of record to their first-assigned duty station.

**Korean Veterans' G. I. Bill** — Public Law 550 (evolving from H.R. 7656); provides vocational readjustment and restores lost educational opportunities to persons who served in the armed forces on or after 27 June 1951, and prior to a date to be fixed by the President or Congress, and provides for home, farm and business loans, old-age survivors benefits, mustering out pay and employment assistance.

**Immigration and Naturalization** — Public Law 414 (evolving from H.R. 5678); revises the laws relating to immigration, naturalization and nationality quotas to be admitted to the U. S. Among other things it provides the basis for naturalization of aliens who have served honorably in the armed forces or who so served during World War II. The act establishes a procedure whereby Navymen who marry women of other nations may apply to the Attorney General for admittance of their wives and dependents as non-quota immigrants.

### Navy Conducts Naples School For Children of Servicemen

The U.S. Navy school at Naples for children of American military personnel attached to the Headquarters of Allied Forces, Southern Europe, and to the two U.S. Navy commands in the area, has completed its first year of operation.

The school offers classes from the first through the eighth grade with special correspondence courses for high school students under a system sponsored by the University of Nebraska.

Classes were late in getting under way for the school's first session last fall because it was necessary to find and hire qualified teachers, have textbooks and additional supplies flown in from Germany and find a suitable building for the school. But now that these major problems of setting up the school have been ironed out, the Navy promises that the school bell will ring at the same time in Naples as it does in the U.S. when its time for classes this fall.

Under the control of the U.S. Navy Headquarters Support Activities, the

### This Flyer Circled Globe In a Matter of Few Minutes

One of the few aviators to fly around the world in a matter of minutes is Lieutenant (junior grade) C. E. Thompson, USN, who performed the feat at high latitude navigation school in Alaska.

As part of his training, Thompson made several flights circling the globe around the north pole, where conventional navigation methods are almost useless but where aircraft may circle the globe in almost less time than it takes to tell about it.

From approximately 70 degrees north latitude to the Pole, conven-



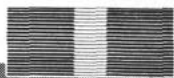
tional navigation methods have little effect because of the rate at which aircraft cross meridians and the great error in magnetic compasses. The correction to the magnetic compass must be carefully applied for variation from Magnetic North to True North may change from 60 to 100 degrees in a few minutes.

Lieutenant (junior grade) Thompson had to take constant astro-compass heading checks, celestial fixes and lines of position to guide himself across the trackless wastes.

school managed to overcome its immediate difficulties and opened its doors to 90 pupils early last November. Despite the arrival of an additional 100 children, the year was completed successfully.

Plans are already under way for improvement and expansion of facilities. With a year to profit by, the Navy has an idea of what to expect this month when kids return for classes.

# DECORATIONS & CITATIONS



NAVY CROSS

★ KEE, Vance E., HM3, USN: While serving as a corpsman with the First Marine Division on 19 June 1951, Kee boldly advanced through a minefield in the face of intense hostile fire to administer first aid to a wounded Marine. En route, he summoned a stretcher party to evacuate the casualty. Hearing the ignition of a detonator when one of the litter bearers tripped an enemy mine a yard away, he threw himself across the body of the wounded man. Although blown several feet and severely dazed by the explosion, he regained his feet to hurry to the aid of a second casualty. After skillfully treating the stricken men, Kee probed the ground with his foot until he discovered a safe passage through the minefield and then led two stretcher parties into the area to evacuate the wounded.



LEGION OF MERIT

★ ALLAN, Halle C., Jr., CAPT, USN, serving as Commander Destroyer Squadron Nine, 25 June to 20 Oct 1950.

★ ARNOLD, Joe H., CDR, USN, serving as CO of Patrol Squadron 47, 25 June to 28 Dec 1950.

★ BUTTS, Whitmore S., CAPT, USN, Chief of Staff and aide to Commander Task Force 77, 25 Dec 1950 to 10 Aug 1951.

★ CARTER, Albert S., CAPT, USN, CO of USS *Mount Katmai* (AE 16), 18 Aug 1950 to 28 Feb 1951.

★ FOSTER, Charles Wm., LCDR, USNR, serving on the staff of Commander Task Force 90, 10 to 24 Dec 1950.

★ JENSEN, Leo Roy, CDR, USN, serving in USS *Philippine Sea* (CV 47), 12 Aug 1950 to 25 May 1951.

★ JONES, Robert F., CAPT (then commander), USN, serving on the staff of Commander Task Force 77, 13 to 30 Sept 1950.

★ KENNY, William T., CAPT, USN, CO of USS *Juneau* (CLAA 119), 19 July 1950 to 18 Apr 1951.

★ LYON, James O., LT (then lieutenant (jg)), USN, attached to Underwater Demolition Team One, 15 to 26 Oct 1950;



MEDAL OF HONOR

Richard D. DeWert, a 19-year-old Navy corpsman killed northeast of Chunchon, Korea, while giving assistance under fire to wounded Marines, is the second Navy man to receive the Medal of Honor for heroism in the Korean war.

On 5 Apr 1951, young DeWert, serving with "D" Company, 2nd Battalion, 7th Regiment, First Marine Division, exposed himself repeatedly to rifle fire while aiding four wounded Marines. Although twice wounded, he refused medical aid.

The citation states in part that "When a fire team from the point platoon of his company was pinned down by . . . hostile automatic weapons fire and suffered many casualties, DeWert rushed to the assistance of one of the more seriously wounded men. Despite a painful leg wound sustained while dragging the stricken Marine to safety, DeWert steadfastly refused medical treatment for himself and immediately dashed back . . . to carry a second wounded man out of the line of fire.

"Undaunted by . . . enemy fire, he bravely moved forward a third time and received another serious wound in the shoulder after discovering that a wounded Marine had already died.



RICHARD D. DE WERT

Still persistent in his refusal to submit to first aid, he resolutely answered the call of a fourth stricken comrade and, while rendering medical assistance, was himself mortally wounded . . ."

The first Navy man to receive the Medal of Honor for Korean fighting was aviator LTJG Thomas Hudner, USN. (See ALL HANDS, July 1951, p.

attached to Task Element 95.69, 2 November to 1 Dec 1950.

★ MARTIN, Gerald A., LT, MC, USN (Posthumously), attached to the Armed Forces Epidemiological Board at Koje Do, Korea, and medical officer of Fleet Epidemiological Disease Control Unit One, 27 March to 27 Sept 1951.

★ MILLER, William, CAPT, USN, CO of USS *Bataan* (CVL 29), April to June 1951.

★ REINERTSEN, Bernhard R., CAPT, MC, USNR, attached to the First Marine Air Wing, 15 Sept 1950 to 1 Mar 1951.

★ RODEE, Walter F., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three, 29 June to 19 Nov 1950.

★ RYND, Robert W., CDR, USN, Commander Carrier Air Group Two, 7 January to 22 Mar 1951.

★ SEYMOUR, Harry A., CDR, USN, serving in USS *Missouri* (BB 63), 16 Sept

1950 to 28 Mar 1951.

★ SLATTERY, Thomas G., LT, USN, Boat Group Commander, May to October 1950.

★ STELTER, Frederick C., Jr., CAPT, USN, Chief of Staff and operations officer on the staff of Commander Japan-Korea Support Group, and later Korean Two Blockade Group, 26 July to 23 Oct 1950.

★ STOUT, Richard F., RADM (then captain), USN, CO of USS *Toledo* (CA 133), 26 July to 23 Oct 1950.

★ WINANT, Frank I., Jr., CAPT, USN, CO of USS *Passumpic* (AO 107) and commander of a Mobile Logistic Service Group, 8 Aug 1950 to 28 Feb 1951.

Gold star in lieu of second award:

★ GALLERY, William O., CAPT, USN, CO of USS *Princeton* (CV 37), 28 Aug 1950 to 20 July 1951.



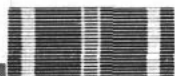
## ★ DECORATIONS

★ LARSON, Harold O., CAPT, USN, CO of USS *Helena* (CA 75), 26 July to 23 Oct 1950.

★ SMITH, Russell S., CAPT, USN, Commander Task Group 77.2, 16 April to 14 June 1951.

### Gold star in lieu of fifth award:

★ LIBBY, Ruthven E., RADM, USN, Commander Cruiser Division Three and Commander Support Ships, Task Force 77, 18 April to 24 Nov 1951.



### DISTINGUISHED FLYING CROSS

★ AMARAL, Robert M., AD2, USN, attached to Patrol Squadron 47, 2 July to 15 Nov 1950.

★ ARMSTRONG, Robert P., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 6 August to 17 Oct 1950.

★ BANE, George A., LT, USN, serving in Attack Squadron 55, 19 August to 18 Nov 1950.

★ BARKER, Lynn M., ENS, USNR, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

★ BEATTY, Quamor C., AOAN, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ BEATY, Paul B., ADC, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ BERNARD, Eugene A., ENS, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ BIRK, William H., LTJG (then ensign), USNR, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ BOYD, Randall T., Jr., CDR (then lieutenant commander), USN, Patrol Plane Commander on 12 Oct 1950.

★ BRYANT, William A., Jr., LT, USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

★ BUMSTEAD, James G., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ BURROWS, Kenneth A., LTJG (then ensign), USN, serving in Fighter Squadron 113, from 5 August to 19 Oct 1950.

★ CASEY, Martin M., Jr., LT, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ CHENEY, David, ENS, USNR, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ CLAUZEL, Jean S., LTJG (then ensign), USN, serving in Fighter Squadron 114 from 5 August to 19 Oct 1950.

★ CRAWFORD, Raymond A., AL1, USN, serving in Attack Squadron 55, 3 July to 9 Nov 1950.

★ CRONIN, Glenn, Jr., AD2, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ CURRY, Nathan E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 6 August to 9 Nov 1950.

★ DALZELL, Samuel, Jr., LCDR (then lieutenant), USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ FENDORF, James E., ENS, USN, serving in Patrol Squadron 47 from 2 July to 15 Nov 1950.

★ FORREST, Arthur B., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 5 August to 10 Nov 1950.

★ HALE, Eugene B., LTJG, USNR, serving in Fighter Squadron 54 from 3 July to 1 Oct 1950.

★ HAMRE, Roger A., LTJG (then ensign), USNR, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ HARSH, Forrest G. D., LTJG, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ HIGGINS, Elmer, AL1, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ HOSIER, Ray S., Jr., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 5 August to 30 Sept 1950.

★ HOCHINS, Lee S., LTJG (then ensign), USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ IRISH, Edelbert E., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ IRVIN, Robert E., AL1, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ JACOBUCCI, Silvery A., Jr., HMI, USNR, attached to First Marine Air Wing, 5 to 6 Dec 1950.

★ JESS, Louis H., AOC, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ JOHNSON, George W., LT, USNR (Posthumously), serving in Attack Squadron 728 on 28 Oct 1951.

★ KLAPKA, Edward J., LTJG (then ensign), USNR, serving in Fighter Squadron 113 from 5 August to 10 Nov 1950.

★ KONZEN, Joseph J., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 114 from 5 August to 15 Oct 1950.



★ MADER, Charles A., ALC, USN, serving in Attack Squadron 55, 3 July to 11 Nov 1950.

★ MARLIN, Hubert A., ENS, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ MARWOOD, William W., ENS, USNR (Posthumously), serving in Fighter Squadron 713 on 2 Dec 1951.

★ MATTHES, Harold K., LT, (then lieutenant (jg)), USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ MCKNIGHT, Jesse E., Jr., ENS, USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ MILLS, Robert F., ADC, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ NULTON, Frank I., ENS, USN, serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

★ OLSON, Lyle R., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 6 August to 19 Oct 1950.

★ PARNELL, Bill, ALC, USN, serving in Attack Squadron 55, 3 July to 9 Nov 1950.

★ PARSE, Joseph B., Jr., LTJG (then ensign), USNR, serving in Fighter Squadron 54, 6 August to 18 Oct 1950.

★ PATTERSON, Donald G., LT, USN, serving in Fighter Squadron 113 from 6 August to 9 Nov 1950.

★ PUGH, Benjamin T., LCDR, USN, serving in Fighter Squadron 194 on 14 Dec 1951.

★ QUIEL, Norwald R., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ REDMON, William L., LTJG (then ensign), USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ RODGERS, Joe N., HMC, USNR, attached to the First Marine Air Wing from 4 to 6 Dec 1950.

★ SAPP, Warren G., AD1, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ SHEARER, Clarence R., AL1, USN, serving in Attack Squadron 55 from 3 July to 9 Nov 1950.

★ SHULER, Donald E., HMI, USN, attached to the First Marine Air Wing from 5 to 6 Dec 1950.

★ SMITH, Leroy P., LCDR, USN, serving in Fighter Squadron 114 from 5 August to 19 Oct 1950.

★ STOKESBERRY, William A., AMC, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ SUMMITT, Clyde W., ENS, USNR, serving in Fighter Squadron 114 from 6 August to 12 Nov 1950.

★ SYLVESTER, Robert A., AL1, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ THOMPSON, John A., Jr., ENS, USN, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

★ THORIN, Duane W., AMC, USN (missing in action), pilot of a helicopter attached to USS *Manchester* (CL 83) from 8 to 13 Jan 1951.

★ WALKER, Harold T., LTJG, USNR (missing in action), serving in Fighter Squadron 884 from 30 March to 7 Apr 1951.

★ YLITALO, Elmer W., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

#### Gold star in lieu of second award:

★ BENDEL, Roland M., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ DARROW, Charles B., LT (then lieutenant (jg)), USN, attached to Fighter Squadron 53, 3 July to 16 Nov 1950.

★ THORIN, Duane W., AMC, USN (missing in action), pilot of a helicopter attached to USS *Toledo* (CA 133) on 9 and 10 Nov 1951.

★ STAINBACK, William D., ATC, USN, serving in Attack Squadron 55 from 3 July to 15 Nov 1950.

#### Gold star in lieu of third award:

★ COBB, Lewis M., LT, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ O'NEILL, John T. T., CDR, USN, serving in Fighter Squadron 113 from 5 August to 12 Oct 1950.



BRONZE STAR MEDAL

★ AKERS, Charles O., CDR, USN, CO of USS *Ozborn* (DD 846) from 16 to 22 Feb 1951.

★ ANDERSON, John A., AOC, USN, serving in Fighter Squadron 113 from 5 Aug 1950 to 22 Mar 1951.

★ BEYER, Aaron F., Jr., CDR, USN, CO of USS *Brinkley Bass* (DD 887) from 16 to 30 May 1951 and from 13 to 27 June 1951.

★ BOATMAN, Harold B., LT, USN, attached to USS *Valley Forge* (CV 45) from 3 July to 18 Nov 1950.

★ BLOOM, Eugene J., LCDR, USN, serving in USS *Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

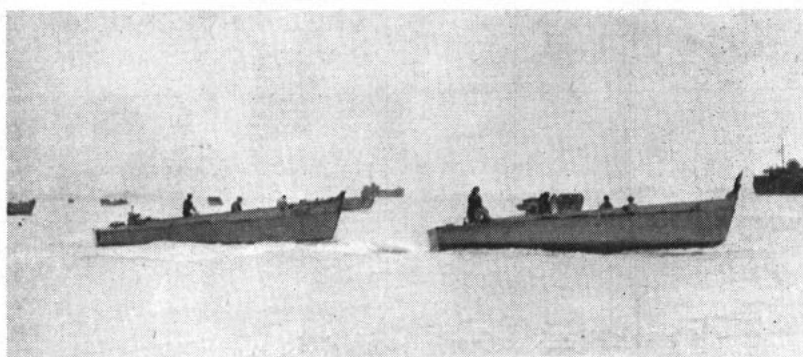
★ BRIGHAM, Carroll W., CDR, USN, CO of USS *Wiltzie* (DD 716) from 7 Sept 1950 to 11 Mar 1951.

★ BROWNLIE, Robert M., CDR, USN, CO of USS *Charles S. Sperry* (DD 697) from 13 Oct 1950 to 19 Apr 1951.

★ BURTON, Charles A., HM2, USNR, serving with a Marine Infantry Battalion from 28 November to 11 Dec 1950.

★ CARLSON, Edward B., CDR, USN, CO of USS *Wallace L. Lind* (DD 703) from 13 Oct 1950 to 19 Apr 1951.

★ CLARK, Leland E., RMC, USN, on the staff of Commander Task Force 77 from 25 Aug 1950 to 22 Mar 1951.



LCVPs were in task elements which won NUC for minesweeping operations. LCVPs also played big role unloading troops and supplies in Korea.

## Minesweeping Operations Rate Navy Commendation

The Navy Unit Commendation for action in Korea has been awarded to five ships and two boat mine sweeping units as the result of successful minesweeping operations off Korea's East and West coasts.

Task Element 95.62 (Small Boat Mine Sweeping Element) received its NUC for "outstanding heroism and meritorious service" for the period 10 October to 24 Nov 1950.

Prior to the amphibious landings at enemy-occupied Wonsan, Hungnam and Songjin, Korea, Task Element 95.62 "assumed the great responsibility of preceding the larger mine sweepers into the inner harbor areas to drag-sweep beaches in preparation for amphibious landings and to clear other waters too restricted or shallow to permit the AMS vessels to operate..." the citation reads.

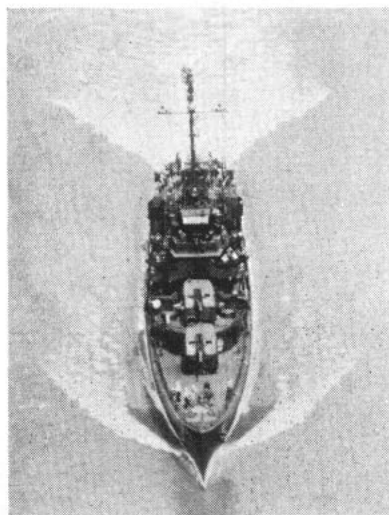
Five mine sweepers and Mine Sweeping Boat Unit, Task Element 95.69 (which included a group of LCVPs rigged for mine sweeping) each received the NUC for "extremely meritorious service" in conducting mine-sweeping operations at the Port of Chinnampo, Korea.

Attached to Task Element 95.69, the five sweepers were USS *Swallow* (AMS 36), USS *Pelican* (AMS 32), USS *Gull* (AMS 16), USS *Carmick* (DMS 33) and USS *Thompson* (DMS 38). They received the award for the period 2 to 23 Nov 1950. The LCVPs in the unit received the award for their actions during the period 29 October to 29 Nov 1950.

The mine sweepers and LCVPs "skillfully navigated treacherous wa-

ters in the dense fog and strong tidal currents found at the Port of Chinnampo on the East Coast of Korea."

Other Navy Unit Commendations awarded during the Korean conflict have gone to Underwater Demolition Team No. 1 and Task Element 90.62. UDT 1 got two of them — one for "night beach reconnaissance missions" carried on in August 1950, the other for "buoying mine lanes for subsequent destruction by aircraft and sweep vessels" during the period 2 November to 1 Dec 1950. Task Element 90.62 received its NUC for "outstanding action prior to and during the successful landings by United Nations forces at Inchon on 15 Sept 1950."



USS CARMICK (DMS 33) was one of five ships in TE 95.69 to earn the NUC for outstanding service.



# BOOKS:

## SPIES AND SPACE TRIPS SPICE SEPTEMBER LIST

**L**OTS OF GOOD BOOKS have been selected by the BuPers library staff for your fall reading. Here are reviews of a few now finding their way to ship and shore library shelves.

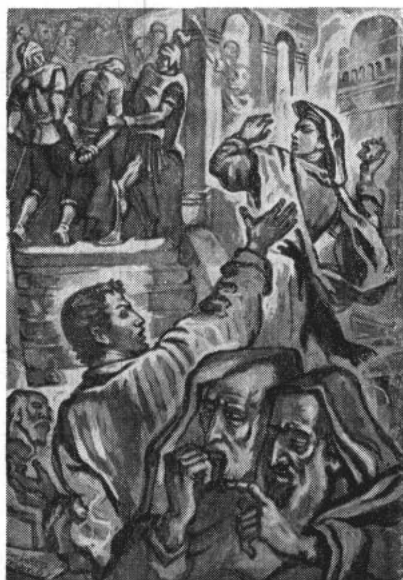
• *The Silver Chalice*, by Thomas B. Costain; Doubleday and Company.

This month's top fiction choice concerns the mystery of the holy grail. For years, researchers have tried to discover the fate of this legend-shrouded cup.

As Mr. Costain conceives it, Joseph of Arimathea obtained the cup and sought a way to preserve it for all time. He located a gifted silver worker, Basil, who was wrongly enslaved, frees him and commissions him to make a container for the cup.

In order to portray the figures of Christ's disciples on the chalice, Basil must travel far and wide to seek out each one—Paul, Peter, Mark and the others.

Complicating his mission are his strange marriage to Joseph's granddaughter, Deborra, and his indebtedness to Helena, who had saved his life. There is the mad ride across the desert, a dramatic courtroom scene. Lots of adventure. You should like this Literary Guild selection, which many believe will be a best-seller.



DEBORRA picked up stone and threw it at Paul's captors. Basil heard shout—"Get that girl!" *The Silver Chalice*.

• *Midcentury Journey*, by William L. Shirer; Farrar, Straus and Young.

As the twentieth century neared the halfway mark, William L. Shirer, well-known reporter, novelist and commentator, revisited Europe. Comparable, in some respects, to his *Berlin Diary*, Mr. Shirer's latest volume describes his journeys from Vienna to Paris to Frankfurt to Berlin to London.

More important, perhaps, than the mere chronicle of his travels are his analyses of the events which brought the world to the state it is in today. Shirer tries to link past and present together. In the closing pages of his book, he talks about conditions in the United States.

Whether or not you agree with Mr. Shirer's views, you'll find his book well worth reading.

\* \* \*

• *Campbell's Kingdom*, by Hammond Innes; Alfred A. Knopf.

Here's a crackerjack novel of suspense and high adventure, set in modern times.

Old Stuart Campbell believed there was oil on "Campbell's Kingdom." But he failed to strike oil during his lifetime and he died with many believing him a swindler.

Young Bruce Wetheral inherits his grandfather's holdings and when a lawyer tries to talk him into selling the property without bothering to inspect it, Bruce gets suspicious. He leaves London for the rugged Canadian Rockies.

Bruce finds the residents of Come Lucky, the ghost town just under the Kingdom, hostile. They hated Campbell because most had lost money in the oil ventures. But a few others had faith in the old man. And, better, still, some had faith in Bruce.

There is the struggle between Bruce, who tries to make an oil strike, and Peter Trevedian, leader of a group who wants to dam off the valley—flooding Campbell's Kingdom—for a hydro-electric project.

Bruce's frantic efforts to "bring it in"—and the efforts of the powerful men working against him—make for very interesting reading. You'll not want to put this book down 'til you've finished it.

• *Spy-Catcher*, by Oreste Pinto; Harper and Brothers.

This is a true account of Colonel Pinto's adventures as a counter-intelligence agent in World War II. Pinto had the job of screening thousands of refugees who poured into England after the fall of France. Later, he was chief of the Dutch Counter-Intelligence, attached to SHAEF.

In the first two chapters, Colonel Pinto deals with the qualifications and duties of a "spy-catcher." He mentions various techniques involved in the complicated interrogation procedures. The remainder of the book is devoted chiefly to Pinto's efforts at spy-catching.

There is the case of Hans, who was trapped into a full confession because Pinto knew the exact time it would take to walk from the Hotel Continental to the British Passport Office in Barcelona, Spain. Mynheer Dronkers, the Dutch postal clerk, was exposed after 13 days of monotonous questioning—and the painstaking discovery of a pin-prick on page 432 of Dronker's dictionary!

Pinto devotes quite a few pages to the story of "King Kong," the resistance "hero" whose tip-off on the airborne attack on Arnhem caused the death of 7000 allied troops.

Everyone likes to read a good mystery yarn now and then and here's your chance to read a collection of them which pretty well proves the old saying, "truth is stranger than fiction."

\* \* \*

• *The Exploration of Space*, by Arthur C. Clarke; Harper and Brothers.

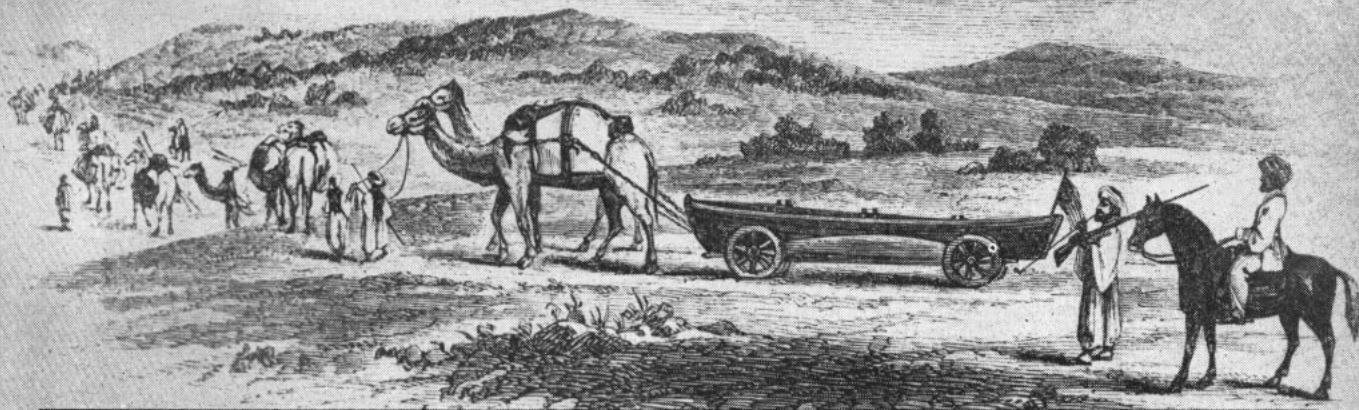
Here's a book by a scientist and member of England's Royal Astronomical Society which attempts to answer some of the layman's questions on "astronautics"—the so-called science of space travel.

Clarke shows how space travel may be accomplished. He talks about refueling of spaceships "outside the atmosphere," the building of a "space-station," an automatic rocket surveying Mars, and other interesting projects of the future which he believes to be not so far off.

Illustrations of these prospective events or projects are sprinkled liberally throughout the book.

If your tastes run toward science fiction or if you want a "scientific" basis on which to ground your space-travel chatter, this book is for you.

# EXPEDITION TO THE DEAD SEA



## DOWN THE RIVER JORDAN: 1847

In his own words, jotted down in a notebook on his knee over a century ago, Lieutenant William F. Lynch, USN, spins the exciting yarn of how he and small band of adventurers managed to make their way through boiling rapids down the Biblical River Jordan to the waters of the mysterious Dead Sea.

In May 1847, a young Navy lieutenant, William F. Lynch, received orders from the Secretary of the Navy, John Y. Mason, ordering him to make an "examination" of the Dead Sea and the River Jordan, in what is now the state of Israel. The U. S. Senate had passed a resolution calling on the Navy to explore this little-known area. Similar expeditions had been dispatched to explore the Bering Straits in the far North and the Valley of the Amazon in South America (ALL HANDS, July 1952).

Accordingly, that fall Lieutenant Lynch, two officers and ten seamen—"all native born Americans of sober habits"—went aboard the Navy stores ship *USS Supply*, a sailing vessel. With them went two metallic boats, one copper and one galvanized iron, with which the lieutenant and his hardy crew would navigate the length of the Jordan River and through the Dead Sea.

Other necessities for an arduous voyage were bundled aboard the aptly named *Supply*—a number of air-tight gum-elastic water bags for life preservers, a blunderbuss, 14 carbines, 10 bowie knives, 14 pistols, ammunition belts, a sword for each officer, tents, flags, sails, oars, preserved meats and a few cooking utensils.

In addition, Lieutenant Lynch had two special carriages built to transport his boats cross-country from the Mediterranean to the Sea of Galilee.

Thus outfitted, the expedition sailed from New York on November 26, crossed the Atlantic Ocean and cruised the length of the Mediterranean. After making several stops to pick up needed instruments, and embark an American geologist and an American doctor, the ship put in at St. Jean d'Arc, Palestine. Here the expedition would

take off into the wilderness, not to be seen until seven months later.

The following account of this unique adventure, abridged and freely arranged is taken from Lieutenant Lynch's own account of the expedition, *Narrative of the United States Expedition to the River Jordan and the Dead Sea*.

**A**PRIL 1—With conflicting emotions, we saw the *Supply* under sail, stand out to sea. Shall any of us live to tread again her clean, familiar deck? What matters it! We are in the hands of God and fall early or fall late, we shall fall only with his consent. (Thus, Lieutenant Lynch and his little band of hardy explorers were on their own. From Acre inland to the Dead Sea, and back again, they would face the hazards of armed Arab highwaymen, of parching thirst, of sweeping, dry windstorms called *siroccas*, and of creeping disease—braving all this to bring back to the U. S. the first full report on a little-known region of the earth's surface.)

April 4—At 0900, we took up the line of march in back of the boats (which had to be transported overland). There were sixteen horses, eleven loaded camels and a mule. Our party numbered 16 in all, including a cook. The camels were loaded with baggage, tents, instruments, etc. The boats, mounted on their carriages with their flags flying, rattled and tumbled along. The mounted sailors in single file, the loaded camels and the Arabs with their tufted spears and followers, presented a glorious sight. It looked like a triumphal march.

At first it seemed impossible that the ponderous carriages could be drawn over the rugged road. The word



## EXPEDITION TO THE DEAD SEA

"road" in Palestine means a mule track. Wheel carriages had never crossed most of them before. In their invasion of Syria, the French had to transport their guns and gun carriages, taking them apart, loading them on the backs of camels, moving them over the lofty ridges, and mounting them again upon the plain.

Our Arabs cajoled their steeds, and gave us specimens of their beautiful horsemanship—plunging about and twirling their long spears, suddenly couching them in full career, as they charged upon each other.

(From Acre, Lieutenant Lynch and his Dead Sea expedition wound its way over the hills and plains south-eastward to the Sea of Galilee, also known as the Sea of Tiberias. After several days' march, he spotted the famous sea; which lies 680 feet below sea level:)

I rode ahead and soon saw below far down the green sloping chasm, the Sea of Galilee, basking in the sunlight. Like a mirror it lay embosomed in its rounded and beautiful but treeless hills.

The roadside and the uncultivated slopes of the hills were full of flowers and abounded with singing birds. The lake far exceeded my highest expectations and I could scarce realize I was there. The lake of the New Testament!

The caravan wound its way carefully down the steep slopes to the water. The Arabs carefully eased down the carriages carrying the boats. The next morning the boats were put in the water.

April 9—Buoyantly floated the two "Fannies", bearing the Stars and Stripes, the noblest flag of freedom now waving in the world. (Lieutenant Lynch had named the boats *Fanny Mason* and *Fanny Skinner* in honor of two children he knew.) Since the time of Josephus and the Romans, no vessel of any size has sailed upon this sea

**GOING DOWN** the rapids the crew had to jump into stream to guide *Fanny Skinner* down perilous descent.



and for many, many years not a solitary keel has furrowed its surface.

We pulled up the lake a short ways. It must have been a singular sight from the shore—our beautiful boats, the crews in man-o-war rig, with their snow white awnings spread and their ensigns flying, the men keeping time with their oars as we rowed along the green shores of the silent Sea of Galilee.

(Although warned by an Arab boatman that very evening that perils lay ahead on the River Jordan and the Dead Sea, Lieutenant Lynch and his band gave no thought to turning back. Accordingly, after two more days here in which he bought a third boat, a wooden one, the expedition embarked on its mission in earnest.)

The plan was that Lieutenant Lynch and Passed Midshipman Richmond Aulick would go down the Jordan by water while the others, including the other naval officer making the trip, Lieutenant J. B. Dale, a geologist, Henry Bedlow, and a physician, Dr. Henry Anderson, would take the camel caravan on a parallel path along the river bank. The caravan was to keep as close to the river as possible. In case of trouble of any sort, two shots fired into the air were to be the danger signal and call for help.)

April 10—Bright was the day and gay our spirits, verdant the hills, and unruffled the lake when, pushing off from the shelving beach, we bade *adieu* to the last outwork of border civilization and steered direct for the outlet of the Jordan. I was in the *Fanny Mason* and made it my duty to check the course, rapidity, colour and depth of the river and all tributaries—the nature of its banks and of the country through which it flowed. Mr. Aulick, who had charge of the *Fanny Skinner*, was assigned the topographical sketch of the river and its shores.

The *Fanny Mason* led the way, followed closely by the *Fanny Skinner* and the Arab boatmen of the *Uncle Sam* [the wooden boat] worked vigorously at the oars to keep their place in line. With awnings spread and colours flying, we passed comfortably and rapidly onward. When the current was strong, we only used the oars to keep in the channel and floated gently down the stream.

From the disheartening account we had received of the river, I had come to the conclusion that it might be necessary to sacrifice one of the boats to preserve the rest. Therefore I decided to take the lead in the *Fanny Mason* which was made of copper and could be more easily repaired.

Our course down the stream resulted in various speeds. At times we were going at the rate of only three to four knots. Next we would be swept away, dashing and whirling onward with the furious speed of a torrent. At such moments there was excitement for we knew not but that the next turn of the stream would plunge us down some fearful cataract or dash us on the sharp rocks which might lurk unseen beneath the surface.

When the sound of a rapid was distinct and near, the compass and the notebook were abandoned and motioning to *Fanny Skinner* to check her speed, our oars would begin to move like the antenna of some giant insect, to sweep us into the swiftest and deepest part of the current. When the stream caught us up, the boat crew would leap into the angry stream and, clinging to the sides of the boat, assist in guiding the graceful *Fanny* down the perilous descent. In this manner she would be whirled on, driving between rocks and shallows with a force that

made her bend and quiver in the running stream. In that fashion, she would shoot through the foam and turmoil of the basin below, where in the seething and effervescing water, she would spin and twirl and the men would leap [back] in.

At 2000, reached the head of the falls and whirlpool of Buk'ah. Finding it too dark to proceed, we hauled the boats to the right bank and clambered up the steep hill in search of the camp [the land party set up the campsite each night]. About one-third of the way up, we encountered a deep dyke cut in the flank of the hill, a dyke which had evidently been used for the purpose of irrigation. After following it for some distance, we succeeded in fording it and, going to the top of the hill, had to climb in the dark through briars and over stone walls, into the ruins of a village.

A short distance beyond, we met a Bedouin with a horse who had been sent to look for us. Learned from him that the camp was a half-mile below the whirlpool and abreast of the lower rapids. Sent word to Mr. Aulick to secure the boats and bring the men up as soon as they were relieved. I hastened on myself to procure the necessary guards, for our men were excessively fatigued after having been in the water without food since breakfast.

Our encampment [at this spot] was a romantic one. Above was the whirlpool. Abreast and winding below, glancing in the moonlight, was the silvery sheen of the river. High up on each side were the ruined villages whence the peaceful *fellahin* (native of Palestine) had been driven by the predatory robber. The whooping of the owl above, the song of the bulbul below, were drowned in the onward rush and deafening roar of the tumultuous waters.

We were now approaching the part of our route considered the most perilous. It therefore behooved us to be vigilant. Notwithstanding the fact that the land party had been on horseback all day, and the boats' crews for a longer period in the boats, the watches could not be dispensed with and one officer and two men, for two hours at a time, kept guard around the camp with the blunderbuss mounted for immediate use before them.

Every one [else] lay with his cartridge belt on and his firearms beside him. It was the dearest wish of my heart to carry through this enterprise without bloodshed or the loss of life, but we had to be prepared for the worst.

But neither the beauty of the night, the wild scene around us, the bold hills between which the river rushed and foamed, the moonlight upon the ruined villages, nor the tents pitched upon the shore with watch fires burning, nor the Arab bard singing sadly to the sound of his *rebekah* (a stringed instrument) could keep us long awake. With our hands upon our firelocks, we slept soundly, the crackle of the dry wood of the camp-fires and the low sound of the Arab's song mingling with our dreams.

*(Lynch and his doughty crew continued on down the 60-mile length of the Jordan. The actual distance traversed, however, amounted to more like 200 miles due to the winding of the river. On April 13, he had to abandon the wooden boat Uncle Sam when she ripped herself open on a rock. Slight repairs also had to be made to Fanny Mason and Fanny Skinner. Now in the lower portion of the river, the stream became muddy and meandering. At times, the boats were becalmed and the crews had to take to the oars. Meanwhile, the camel caravan ashore*



TEMPORARY RELIEF from the intolerable heat and wind was found in two pools that had not become stagnant.

*was keeping pace with the boat party. Here the men in the boats watch as the land party fords a stream:)*

The depth and impetuosity of the river caused us to look with some apprehension toward our cook, Mustafa, who, being mounted on an ill-favoured scrubby little donkey, laden to the ears with implements and raw materials of his art, was in danger, donkey and all, of being snatched from us, for the little brute looked at times as if he were swimming away rather than fording the stream. The tiny animal, as soon as it had achieved the passage, clambered, dripping, up the sloping bank and convulsively shook his eminently miscalculated ears, signaling his triumphant exploit by one prolonged, hysterical bray which startled the wilderness and seemed to be a happy imitation of a locomotive whistle and the sound of sawing boards, declining gradually to a sob.

[As for the other beasts of burden], the "ships of the desert" as the camel is poetically termed—this clumsy-jointed, splay-footed, wry-necked, vicious camel with its look of injured innocence, and harsh, complaining voice, is incomparably the most disagreeable.

Loud have been the praises of its submissive and self-sacrificing spirit, all gentleness and sagacity, its power of enduring hunger and thirst for an indefinite period, and its unwearied tramp day after day through the smiting sun and over the burning sands of the desert. But this animal is [actually] anything but patient or uncomplaining. As to the enormous weight it can carry, we have heard it growl in expostulation at a load which the common *Kadish* (Syrian pack horse) would be mortified to be seen with.

*(After eight days on the river, Lieutenant Lynch arrived in the Dead Sea, one of the most unusual of inland bodies of water. It is almost 1300 ft. below sea level.*

April 18—At 1525, passed the extreme western point where the river is 180 yards wide and three feet deep and entered upon the Dead Sea. The water [here] is a nauseous compound of bitters and salts.

A fresh north-northwest wind was blowing as we rounded the point. We endeavored to steer a little to the north of west, to make a true west course, and threw the patent log overboard to measure the distance. But the wind rose so rapidly that the boats could not keep head to wind and we were obliged to haul the log in. The sea continued to rise with the increasing wind, which gradually freshened into a gale and presented an agitated surface of foaming brine. The spray, evaporating as it fell,



## EXPEDITION TO THE DEAD SEA

left incrustations of salt upon our clothes, hands and faces and conveyed a prickly sensation wherever it touched the skin. It was exceedingly painful to the eyes. The boats, heavily laden, struggled sluggishly at first. But when the wind freshened in its fierceness, it seemed as if their bows were encountering the sledge-hammers of the Titans instead of [merely] the opposing waves of an angry sea.

By 1655, the wind blew so fiercely that the boats could make no headway, not even the *Fanny Skinner* which was nearer to the weather shore. We drifted rapidly to leeward. Threw over some of the fresh water to lighten the *Fanny Mason* which was labouring very much. I began to fear that both boats would founder.

At 1740, we found that we were losing every moment and that the danger was increasing. Our arms and our clothes were coated with a greasy salt. Our eyes, lips and nostrils smarted excessively. There is a tradition among the Arabs that no one can venture upon this sea and live. [And we remember] the fate of the Englishmen Costigan and Molyneaux [both died as the result of an expedition to the Dead Sea].

Although the sea had [now] assumed a threatening aspect, and the fretted mountains, sharp and incinerated, loomed terrific on either side, and salt and ashes mingling with its sands, the fetid sulphurous springs trickling down its ravines, we did not despair. Awestruck but not terrified, fearing the worst yet hoping for the best, we prepared to spend a dreary night upon the dreariest waste we had ever seen.

At 1758, the wind abated instantaneously. The sea fell rapidly. The water settled down and the rain cloud that had enveloped the sterile mountain of the Arabian shore, lifted up and left their rugged outlines basking in the light of the setting sun. [Within 20 minutes] we were pulling away at a rapid rate over a placid sheet of water that scarcely rippled!

*(The next 22 days were spent probing the waters and shore of the Dead Sea—taking soundings, measuring the temperature of the water and taking samples to analyze,*

**THE ENCAMPMENT** was set beside the winding and shimmering Jordan. On each side were ruins of villages.



*making meteorological observations and venturing ashore to sketch geological formations. The caravan soon arrived and pitched a base camp at the northern tip of the Sea.)*

April 22—Sounding the sea, taking topographical sketches of its shore, and making astronomical and barometrical observations gave full occupation to everyone. This base camp was to be our depot. Here we were to leave our tents and everything we could dispense with. It would be our home while upon this sea. I named it "Camp Washington".

April 25—Started for a reconnaissance of the southern part of the sea. The weather was fair but exceedingly hot. Thermometer 89 degrees.

We this day paid particular attention to the geological construction of the western shore with a special regard to the disposition of the ancient terraces and abutments of limestone. There may be rich ores in these barren rocks. Nature is ever provident in her liberality. When she denies fertility to the surface, [she] often repays man with her embowelled treasures.

There is no great variety of scenery today, the same bold, savage cliffs, the same peninsulas or deltas at the mouths of the ravines—some of them sprinkled here and there with vegetation—all evincing the recent immediate presence of water. This part of the coast is claimed by no particular tribe but is roamed by bands of marauders.

*(The next day, Lynch penetrated the southern reaches of the Dead Sea where few persons had ever been. Costigan and Molyneaux had been unable to make it. The water here became very shallow and marshy. It was also hot—measuring 88 degrees. Then they saw it—the weird geological formation called Usdum, and its famous Pillar of Salt that is mentioned in the Bible)—*

Soon to our astonishment we saw on the eastern side of Usdum, one third of the distance from its north extreme, a lofty-round pillar, standing apparently detached from the general mass at the head of a deep, narrow, abrupt chasm. We immediately pulled for the shore and went up to examine it. The beach [here] was a soft, slimy mud encrusted with salt.

We found the pillar to be of solid salt, capped with carbonate of lime, cylindrical in front and pyramidal behind. The upper or rounded part is about 40 feet high, resting on a kind of oval pedestal. It decreases slightly in size upwards, crumbles at the top and is one entire mass of crystallization. Its peculiar shape is doubtless attributable to the action of the winter rains.

Some of the Arabs, when they came up, brought a species of melon they had gathered near the north spit of Usdum. It was oblong, ribbed, of a dark green colour, much resembling a canteloupe. When cut, the meat and seeds bore the same resemblance to that fruit but were excessively bitter to the taste. A mouthful of quinine could not have been more distasteful.

*(Shortly after exploring the amazing Pillar of Salt, the Americans experience their first sirocco, a tropical wind-storm of searing hot winds that all but took their breath away.)*

April 27—Clouds in the east seemed to be threatening a gust. The light wind had subsided and it was oppressively hot, 97 degrees. A thin purple haze [spread] over the mountains, increasing every moment, presenting a most singular and awful appearance. The haze was so thin it was transparent, rather bluish than a distinct colour. I

apprehended a thunder-gust or an earthquake and took in the sail on the boat. At 1550, a hot, blistering hurricane struck us and for some moments we feared being driven out to sea. The thermometer rose immediately to 102. The men, closing their eyes to shield them from the fiery blast, were obliged to pull with all their might to stem the rising waves. At 1630, physically exhausted, we gained the shore. My own eyelids were blistered by the hot wind, being unable to protect them from the necessity of steering the boat.

We landed on the south side of the peninsula—a most desolate spot. Some went up [a nearby] ravine to escape the stifling wind. Others, driven back by the glare, returned to the boats and crouched under the awnings. One [put on] spectacles to protect his eyes but the metal became so heated he was obliged to remove them. Our arms and the buttons on our coats became almost burning to the touch and the inner folds of our garments were cooler than those exposed to the immediate contact with the wind.

At 1700, finding the heat intolerable, we walked up the dry torrent bed in search of water. Found two successive pools rather than a stream. The water, not yet stagnant, flowed from the upper to lower pool.

Washed and bathed in one of the pools but the relief was only momentary. In one instant after leaving the water, the moisture on the surface evaporated and left the skin dry, parched and stiff. Except for the minnows in the pool, there was not a living thing stirring. The hot wind moaned through the branches of the withered palm tree.

Coming out of the ravine, the sight was a singular one. The wind had increased to a tempest. The two extremities and the western shore of the sea were curtained by a mist, on this side a purple hue, on the other a yellow tinge. The red and rayless sun, in the bronzed clouds, had the appearance it presents when looked upon through smoked glasses.

The heat increased rather than lessened when the sun went down. At 2000, it was 106. We threw ourselves upon the parched, cracked earth, among dry stalks and canes which would have seemed unsupportable before.

In the early part of the night, there was scarcely a moment that some one was not at one of the water breakers. But our parching thirst could not be allayed. Though there was no perceptible perspiration, the fluid was carried off as it was received into the system. At 2100, the breakers were exhausted and our last waking thought was of water. Those who have never felt thirst, never suffered in a *simoom* in the wilderness, or been far at sea (with no water to drink) have no idea of our sensations.

April 28—(The *sirocco* had abated somewhat). In the evening we walked up the ravine to bathe. We heard the sound of a running stream and, advancing through tamarisk, oleander and cane we came upon a basin, hidden deep in the shadow of the purple rocks and the soft green gloom of luxuriant vegetation.

Having bathed, we returned much refreshed to the camp. Lemonade and coffee had been brought and, sheltered from the sun, with the wind [at last] blowing again through the tent, we revelled in enjoyment. This place, which [a few short hours ago] seemed so dreary, had now become a paradise by contrast. The breeze was a welcome guest after the torrid atmosphere of noon and we even let it tear up some of the tent stakes and knock the whole apparatus about our ears!



**PILLAR OF SALT**—The Bible says that Lot's wife was transformed to salt for looking back at city of Sodom.

(After several more days' investigation of the sea, Lynch and his men prepared to start the overland journey back to the coast. Their expedition was not yet completed—they had still to explore up-country to the source of the River Jordan in northern Palestine. But already they had unearthed many interesting facts about both the Jordan and Dead Sea. They had reached the conclusion, for example, that the whole Valley of Ghor, through which the Jordan runs, had sunk after some extraordinary convulsion. Noting down all their observations, the explorers returned to the base camp.)

Found letters awaiting us from Beirut, forwarded express from Jerusalem. Our consul at Beirut told us of the death of John Quincy Adams, ex-President of the U. S. These were the first tidings we had received from the outer world and their burthen was a sad one. But on that sea the thought of death harmonized with the atmosphere and the scenery, and when echo spoke of it, where all else was desolation and decay, it was hard to divest ourselves of the idea that there was nothing but death in the world—and we were the only living.

**MUSTAFA** the cook, one of big morale builders of expedition, contemplates dangers and progress of journey.





# TAFFRAIL TALK

NOT AT ALL satisfied with the list of odd Navy names we ran in this space some months ago, Lieutenant M. F. Kirk of the Civil Engineer Corps has added to the collection what he believes to be the name to end all names.

He says he will be glad to swear on a stack of *BuPers Manuals* that a member of Seabee Maintenance Unit No. 605 during World War II was named—so help him—"7% Smith."

"Naturally," the lieutenant writes, "we all asked Seven-eighths



how he happened to get such an odd name. He told us that his father had so much trouble in his younger days, being confused with other Smiths of all character, that he swore that if he ever had a son he would name him something distinctive. He did!"

★ ★ ★

Comes also a sports note from the Korean front.

The Marines report that the familiar air mattresses now enjoying great popularity there for sack time, are also good for other things besides.

Now when a Marine swimming party leaves a reserve camp for a dip in the river, they take several of the mattresses along. Nothing better, the leathernecks have found, for surf boarding in the water.

★ ★ ★

Here are excerpts taken from an editorial printed in a newspaper in Bangor, Northern Ireland, after a recent visit of Navy ships *uss Macon* (CA 132), *uss Des Moines* (CA 134), *uss Chipola* (AO 63), *uss Putnam* (DD 757), *uss Henley* (DD 762) and *uss W. B. Cobb* (APD 106) to that port during this year's midshipman cruise:

"The American warships sail from Bangor on Saturday and with them go the well wishes of all townspeople. Every man from admiral to the lowest rating was an ambassador for his country.

"They leave behind very pleasant memories and a town full of friends. In saying farewell, we wish them *bon voyage* and a happy landfall.

"Visits like this by Americans such as these should be far more frequent. All the prating about fostering good relations . . . becomes insignificant . . . compared with the enormous impression created by good-will visits such as this."

"We say with all sincerity: 'Will ye no come back again.'"—Bangor *Northern Herald*, 28 June 1952.

*The All Hands Staff*

# ALL HANDS

THE BuPers INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: In line with the Navy saying that 'a good ship is a clean ship', practically all naval vessels have their decks washed down once each day.





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